OCTOBER, 1966

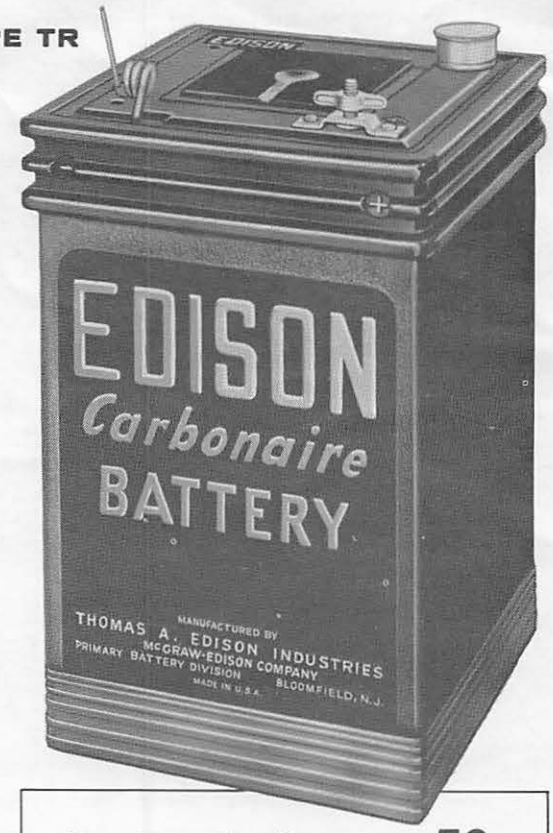
THE Signalman's JOURNAL

Cover Story: Variety—The Spice for Rio Grande Maintainer . . . Page 233

Brotherhood's Annual Financial Report . . . Page 229

The Value of Training — Know Your Job . . . Page 239

TYPE TR



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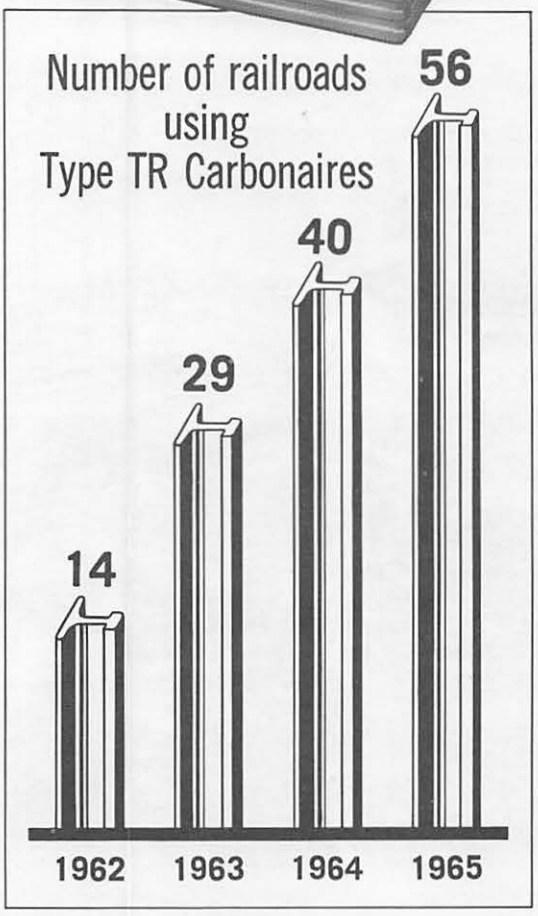

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THE Signalman's JOURNAL

OFFICIAL PUBLICATION BROTHERHOOD OF RAILROAD SIGNALMEN

E. L. Abbott, Editor and Manager
2247 Lawrence Ave., Chicago, Ill. 60625

OCTOBER, 1966

Vol. 47, No. 10

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POSTMASTER'S NOTE: Please report all undeliverable magazines to The Signalman's Journal, 2247 Lawrence Ave., Chicago, Ill. 60625 on Form 3579.

ADDRESS CHANGE: B. of R.S. members or other subscribers should promptly advise the editorial office, 2247 Lawrence Ave., Chicago, Ill. 60625 if this magazine is coming incorrectly addressed or if they change their address. A Change of Address Form is printed in each issue for that purpose.

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Rail Unions Strike Canadian Roads
Strikebreaker Bill Returns Workers to Jobs

AT NOON FRIDAY, AUGUST 6, Signalmen took strike action against Canadian Railways. The move was made in cooperation with members of 15 other rail unions represented by four major railway union groups in Canada. The strike of nearly 120,000 employes halted major railroads from coast to coast.

Parliament was summoned and efforts were made by the government to avert the strike, however, the strike came off as scheduled.

As a result of Bill C-230, as passed by the House of Commons on September 1, union representatives were required to notify their members that the strike authorization was no longer valid and that the employes must return to work. Nearly all of the strikers are back to work, but with an assurance of at least 18 percent in wage increases over a two-year period.

Grand Lodge Representative H. A. Stockdale, in a recent report, said that most of the signalmen have returned to work, however, some who were returning were stopped by picket lines set up by other groups.

A Mediator has been appointed by the Government to assist the parties in further negotiations, however, the government drastically altered the wage provisions of the bill in order to get it through.

Instead of an interim 8 percent pay increase contained in the original measure, the bill as passed hiked the down payment to the full 18 percent proposed by the chairmen of three conciliation Boards which has passed on the dispute.

The increase is to be in four steps —4 percent retroactive to January, 1966; 4 percent retroactive to July 1; another 4 percent next Jan. 1; and then 6 percent July 1, 1967.

The legislation also calls for immediate negotiations and mediation on the matter of further wage increases demanded by the unions, as well as on the issues of job security and various "fringe" benefits.

Should voluntary processes fail to produce an agreement by November 15, the remaining issues are to be disposed of by compulsory arbitration.

Provisions of the bill are reproduced here for the records of our members:

1st Session, 27th Parliament, 14-15 Elizabeth II, 1966.

THE HOUSE OF COMMONS OF CANADA.

BILL C-230.

An Act to provide for the resumption of operations of railways and for the settlement of the existing dispute with respect to terms and conditions of employment between Railway Companies and their employees.

WHEREAS the processes of negotiation, conciliation and mediation between the railway companies and the bargaining agents of non-operating employees and certain operating employees of the railway companies have failed to produce agreement;

AND WHEREAS the operation of the railways and subsidiary services has been suspended and the vital interests of the people of Canada and the welfare of the nation, including international trade, are imperilled by such suspension;

AND WHEREAS it is essential to protect the interests of the people of Canada and the welfare of the nation that operation of the railways be resumed immediately and that for this purpose, having regard to the interests of the railway companies and the employees, provision be made for the resumption of the processes of negotiation and mediation and for the final settlement of terms and conditions of employment for the years 1966 and 1967;

NOW, THEREFORE, Her Majesty, by and with the advice and consent of the Senate and House of Commons of Canada, enacts as follows:

1. This Act may be cited as the *Maintenance of Railway Operation Act, 1966.*

2. (1) In this Act,

(*a*) "collective agreement to which this Act applies" means a collective agreement between a railway company and a union that expired on December 31, 1965, the renewal or revision of which was the subject of proceedings before a Conciliation Board the report of which was received by the Minister of Labour in July or August, 1966;

(*b*) "employee" means a non-operating employee or an operating employee;

(*c*) "non-operating employee" means an employee of a railway company bound by a collective agreement to which this Act applies to which a union listed in Schedule B is a party, or on whose behalf such a collective agreement has been entered into between the railway company and such a union representing the employee;

(*d*) "operating employee" means an employee of a railway company bound by a collective agreement to which this Act applies to which a union listed in Schedule C is a party, or on whose behalf such a collective agreement has been entered into between the railway company and such a union representing the employee;

(*e*) "railway company" means a company listed in Schedule A; and

(*f*) "union" means a trade union listed in Schedule B or Schedule C and any trade union substituted for a trade union listed in Schedule B or Schedule C as a party to a collective agreement to which this Act applies.

(2) Unless otherwise provided, words and expressions used in this Act have the same meaning as in the *Industrial Relations and Disputes Investigation Act.*

3. Forthwith upon the coming into force of this Act, every railway company shall resume operation of the railway and subsidiary services the operation of which is suspended by reason of the strike now existing and employees now on strike shall resume the duties of their employment with the railway companies.

4. No person acting on behalf of a railway company shall

(*a*) refuse to permit, or authorize or direct another

person to refuse to permit, an employee who went on strike before the coming into force of this Act to resume the duties of his employment forthwith, or

(b) discharge or in any other manner discipline, or authorize or direct another person to discharge or in any other manner discipline such an employee

by reason of his having been on strike before the coming into force of this Act.

5. Each person who at the beginning of the strike of employees existing at the coming into force of this Act was authorized on behalf of a union to bargain collectively with a railway company for the revision or amendment of a collective agreement to which this Act applies, shall forthwith give notice to the members of the union that any declaration, authorization or direction to go on strike, declared, authorized or given to them before the coming into force of this Act has become invalid by reason of the coming into force of this Act.

6. The terms and conditions of each collective agreement to which this Act applies are amended forthwith by increasing

(a) each rate of wages in effect on December 31, 1965, established by or pursuant to the agreement in the case of an agreement binding or entered into on behalf of non-operating employees, and

(b) each basic daily rate in effect on December 31, 1965, established by or pursuant to the agreement in the case of an agreement binding or entered into on behalf of operating employees

by four per cent effective January 1, 1966, an additional four per cent effective July 1, 1966, an additional four per cent effective January 1, 1967, and an additional six per cent effective July 1, 1967.

7. (1) Subject to this Act, the term of each collective agreement to which this Act applies is extended to include the period beginning January 1, 1966 and ending on the day on which a new collective agreement entered into between the parties thereto in amendment or revision thereof comes into effect, or on December 31, 1967, whichever is the earlier.

(2) The terms and conditions of a collective agreement to which this Act applies, amended as provided by this Act, shall be effective and binding on the parties thereto for the period mentioned in subsection (1) notwithstanding anything contained in the *Industrial Relations and Disputes Investigation Act* or in the agreement, and that Act shall apply in respect of the agreement as so amended as if the period for which the agreement is extended by this section were the term of the agreement.

8. The railway companies and unions shall forthwith enter into negotiations with a view to the settlement of any matters presently in dispute between them as to the terms and conditions of an amendment or revision of the collective agreements to which this Act applies, and shall negotiate in good faith with one another and make every reasonable effort to conclude a settlement and to enter into new collective agreements in amendment or revision of the collective agreements to which this Act applies, but in no event shall any such new collective agreement expire before December 31, 1967.

9. (1) The Minister of Labour shall appoint a mediator or mediators (hereinafter referred to as the "mediator") who shall forthwith endeavour to mediate the matters in dispute between the railway companies and the unions and to bring about agreement between them and who shall report to the Minister of Labour, not later than November 15, 1966, on the progress of the negotiations between the railway companies and the unions.

(2) If the mediator reports to the Minister of Labour that favourable progress in negotiations has been made, the Governor in Council may direct the mediator to continue mediation and to make a further report to the Minister of Labour at such time as the Governor in Council, on the recommendation of the Minister of Labour, may direct.

(3) The mediator appointed under this section has all the powers conferred on a Conciliation Board under sections 33 and 34 of the *Industrial Relations and Disputes Investigation Act* for the purpose of conciliation proceedings, and no person shall hinder or obstruct him in the exercise of any such powers or refuse to answer an interrogation made by him in the exercise thereof.

10. (1) On the recommendation of the Minister of Labour following receipt of a report of the mediator under section 9, the Governor in Council may make regulations

(a) for referring to a board of three arbitrators appointed by the Governor in Council, one of whom shall be designated as chairman, such matters relating to the revision or amendment of the collective agreements to which this Act applies as the parties thereto may request or as the Governor in Council may deem expedient; and

(b) providing for the powers of the board of arbitrators appointed under paragraph (a), the procedure to be followed for the purposes of arbitration, the form in which decisions of the board shall be set forth and for giving effect to any decision by the board of arbitrators, by a majority of that board, or by the chairman of the board where no majority decision is reached.

(2) In the event that a board of arbitrators is appointed under paragraph (a) of subsection (1) and decides any matter not agreed upon between a railway company and a union at the time of its decision, the collective agreement to which this Act applies between the railway company and the union shall be deemed to be amended by the incorporation therein of such decision, but nothing in this section shall be deemed to limit or restrict the rights of parties to the agreement to agree to vary or amend any of the terms of the agreement as so amended and to give effect thereto.

(3) Any award or decision of the board of arbitrators under paragraph (a) of subsection (1) shall not provide for a reduction in any wage rate or basic daily rate established by section 6.

11. (1) A regulation under section 10 establishing a board of arbitrators shall be laid before the House of Commons not later than five days after the day the regulation is made or, if that House is not then sitting, within the first five days next thereafter that the House of Commons is sitting and the regulation becomes effective on the tenth sitting day of Parliament after the day the regulation is laid before the House of Commons unless the regulation is before that day revoked pursuant to subsection (2).

(2) Where a regulation under section 10 establishing a board of arbitrators has been laid before the House of Commons, a notice of motion in that House, praying that the regulation be revoked, signed by ten members thereof, and made in accordance with the rules of that House within five days of the day the regulation was laid before it shall be debated in that House at the first convenient opportunity within the three sitting days after the motion was made in that House; and if that House resolves that the regulation be revoked, the regulation is thereupon revoked and of no force or effect.

Agreement Provides for Training Of Southern Pacific Assistants

A MEMORANDUM OF Agreement has been signed by the Southern Pacific Company-Pacific Lines, and representatives of our Brotherhood providing for a training program for assistant signalmen and assistant signal maintainers.

The Agreement is a mediation agreement which required 22 months of negotiations and provides that men entering service as probationary assistants will be required to sign a statement of understanding that they must pass progressive examinations on each training period before being advanced to the next period of higher class.

The number of assistants will be determined by the company, consistent with the requirements of the service. They shall be required to serve 8 periods, each period consisting of 130 eight-hour days of service, overtime excluded, before being considered eligible for promotion to signalmen's class. A passing grade of 70 percent on the examination for each period is required before progressing to the next period or a higher class.

In the event of failure of the examination, a request filed in writing to The Signal Engineer or his representative within 10 days of such failure will enable the assistant to take, within 30 days of failure, a re-examination of the portion failed. Failure to request a re-examination or to pass a re-examination will result in the employe's forfeiture of seniority.

The examination for each period of training shall be given after 100 actual working days of service and prior to the end of that period; however, an assistant may request examination prior to the expiration of the 100 days and upon successfully passing, advance to the next training period.

Should there be a need for more employes in the signalmen's class than are available from the 8th period, those assistants in training on on the seniority district may choose to take all of their remaining progressive examinations in seniority order, regardless of their period of training; however, compulsory examination is required of those assistants in or finished with their 8th period. Those assistants who are not in their 8th period but choose to take these examinations and subsequently fail, will not have seniority terminated but will continue to remain in training status and take their progressive examinations.

If vacancies in the signalmen's class are not filled by the foregoing procedure, assistants passing the greater number of examinations will be promoted to fill the vacancies. An employe so promoted who fails to meet the requirements of the position within 60 days shall be restored to a position in the assistant's class and paid the rate consistent with his training period and examinations passed.

Assistants who have been promoted to the signalmen's class but have not completed their required 8 examinations shall be required to continue to take and pass such remaining exams on the basis as if he were still an assistant signalman. Failure of any such examination will result in the forfeiture of seniority in the signalmen's class and return to assistants' class at rate of pay applicable to the period he then occupies.

Training material for each period of training will be furnished to enable the assistants to prepare for examination on each period. Examinations will be fair and impartial and employes will not be examined on matters with which they have not had an opportunity to become familiar, either through the training material or training which has been offorded them.

Unless otherwise mutually agreed, the required progressive examinations will be given at the headquarters of the employe being examined, during the work days of his assigned position, with due respect to the rest and convenience of the employe. If an employe is examined during regular working hours, no reduction in wages will be made.

An assistant retained in the service following the probationary period will be classified and paid in accordance with his previous experience in signal work on this and other railroads.

Assistants who have completed their probationary period and have served as assistants less than the required 8 periods may be placed on positions where they will receive proper training and experience to qualify them for positions in the signalmen's class. By written agreement between the General Chairman and the Signal Engineer or their representative, such men will be subject to transfer to other positions in the same class without regard to seniority and necessity of bulletining the positions, in order to require them to move to other positions to secure knowledge and training in all branches of the work. Such transfers will not be made more than once in each period of training.

Assistants who have completed the required 8 periods of training and employes working as assistants on account of displacing from signalmen's class because of force reduction will not be subject to such transfer.

Upon the completion of the required 8 periods of training as an assistant or successfully passing the examinations as previously outlined, an employe must bid for and accept promotion to signalmen's class if a vacancy or new position is open. In the absence of an open position, such assistant will continue at the highest assistant's rate of pay until promotion to signalman is possible. Two or more assistants completing such training will be promoted in seniority order. An employe who refuses promotion as indicated herein shall forfeit his seniority and employment relationship.

Assistants shall be paid the same hourly rate until they pass examinations for the next higher rate.

This training program is available to employes who have been promoted to signalman prior to the signing of the agreement, on a voluntary basis, and upon such employes requesting the training program from their supervisors.

Such voluntary action will not penalize such volunteers and passing or failing the examinations will not affect the volunteer's employment.

The training program is available to volunteers who have been promoted to signalman to allow them to gain such knowledge as is available in the training material. It is necessary that such volunteers pass examinations on each progressive step before the material on the succeeding step will be made available to them.

B of RS Annual Financial Report

By C. J. Chamberlain
Secretary Treasurer

The fiscal year of the Brotherhood of Railroad Signalmen ended June 30, 1966, and in accordance with the provisions of Article I, Section 59, of the Constitution, we have followed the instructions of the Grand Board of Trustees and submitted the records of Grand Lodge to the firm of Olson and Abney for our annual audit. The audit report has been received from our Auditors and on August 20, 1966, a copy of the report was sent to each Recording Secretary of our Subordinate Lodges. For the benefit of our entire membership, the report is reproduced on the following pages.

The report shows that our General Fund income for the year ending June 30, 1966, from all sources totals $566,666.47. This represents an increase of $141,706.87 over the $424,959.60 received during our fiscal year ending June 30, 1965. This increase in income is attributable primarily to the income derived from the Florida East Coast Special Assessments of $3 per quarter per member in effect during the Third and Fourth Quarters 1965 and First Quarter 1966, which amounted to $101,900.35, and the per capita tax increase effective January 1, 1965. Our financial reports for the past three and a half years reveal that we have spent over $200,000 of Brotherhood funds to pay for our share of carrying on the Florida East Coast strike and providing financial assistance to our Florida East Coast members. The special assessment income has permitted our Brotherhood to recover a large part

of the Florida East Coast strike cost and will sustain our Florida East Coast expenses at the current rate of expenditure for the next several months.

Our Contingent Fund balance increased from $51,186.15 on June 30, 1965, to $87,360.83 on June 30, 1966, a gain of $36,174.68 for the fiscal year. The increase in the Contingent Fund is due primarily to the $1 increase in per capita tax effective January 1, 1965, which was voted for our Contingent Fund by the 1964 Convention. This increased allocation to the Contingent Fund provides us with a slight excess of income over Contingent Fund strike benefits currently being paid to Florida East Coast members. As of this writing, we are paying strike benefits to, and/or insurance premiums for, 15 of our Florida East Coast members who are still manning the picket lines. The strike has been in effect for 43 months and it is our intention to provide all the necessary assistance to our Florida East Coast members until such time as the strike is brought to a conclusion.

Our Legislative Fund was discontinued effective November 1, 1965, following the action of a Local referendum vote which approved the deletion of the Legislative Fund provisions from the Constitution. The balance on hand at November 1, 1965, of $40,845.41 was transferred to the General Fund as of that date.

Our Building Fund income for the past fiscal year permitted us to complete the repayment of the amount borrowed from the Contingent Fund for construction of our headquarters building in 1959. Our headquarters building is now completely paid for and has proven to be a wonderful asset to our Brotherhood's operation. Our present Building Fund allocation of .15¢ per quarter per member will provide us with sufficient income to maintain our building and premises in good condition.

Our Signalman's Journal Fund balance decreased from $12,089.82 on June 30, 1965, to $5,165.85 on June 30, 1966, a net loss of $6,923.97. The loss sustained was attributable primarily to a decrease in advertising income coupled with increases in certain fixed expenses such as wages, Railroad Retirement Taxes, etc.

The declining balance in our Journal Fund in the past two years will require a thorough review of the Constitutional provisions governing our Signalman's Journal publication, and ways and means to improve its financial condition.

Our audit report for the past year reveals that we have been able to hold our financial position on an overall basis, primarily because of the increase in per capita tax effective January 1, 1965, and the special assessment levied during the Third and Fourth Quarters of 1965, and the First Quarter of 1966. With the continued increase in costs in all phases of our operation, and the prospect that we will face increased costs in financing our current na-

tional movement for higher wages, vacations, holidays, etc., it is imperative that we keep our financial position strong.

We are facing difficult times and we know from past experience that improvements in wages and working conditions do not come easily. They must be fought for and they are costly, however, with your continued support we will move forward.

At this time we want to again thank our Local Lodge and General Committee Officers for their untiring efforts and cooperation. We also appreciate the support and cooperation of our many loyal members who comprise the membership of our Locals—the backbone of our Brotherhood.

We are optimistic about the future and are confident that at the end of our next fiscal year we will be able to look back on further accomplishments.

Get Help When Filing Your Medicare Claim

Many medicare claims for doctor bills that are submitted by railroaders and their families cannot be paid promptly because the claim forms are incomplete or incorrect. The nearest Railroad Retirement Board office will be glad to help people who call, write, or telephone for assistance in filing their medicare claims. This help can be important for prompt payment of claims.

Statement Issued by Olson & Abney CPA

We have examined the balance sheet of the Brotherhood of Railroad Signalmen (a voluntary unincorporated organization) at June 30, 1966, and the related statement of income and capital of the several funds for the year then ended. With the exception that we did not communicate directly with the members for the purpose of verifying the amounts of per capita tax and other fees, our examination was made in accordance with generally accepted auditing standards and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

In our opinion, the accompanying balance sheet and statement of income and capital of the several funds present fairly the financial position of the Brotherhood of Railroad Signalmen at June 30, 1966, and the results of its recorded transactions for the year then ended in conformity with generally accepted accounting principles applied on a basis consistent with that of the preceding year.

Cash on deposit together with funds on hand at June 30, 1966 and 1965, are compared in the following summary:

	June 30 1966	1965
General fund	$368,667.57	$244,672.74
The Signalman's Journal fund	6,621.36	13,417.11
Legislative fund	*	38,953.99
Contingent fund	77,124.80	29,575.69
Building fund	5,548.30	7,813.05
	$457,962.03	$334,432.58

* The Legislative fund was terminated in November 1965.

Brotherhood of Railroad Signalmen

Balance Sheet—June 30, 1966

ASSETS	Combined	General fund	The Signalman's Journal fund	Contingent fund	Building fund
Current Assets:					
Cash	$457,962.03	$368,667.57	$ 6,621.36	$ 77,124.80	$ 5,548.30
Securities at cost	69,593.75	59,593.75		10,000.00	
Accounts receivable:					
Accrued interest	1,145.83	1,012.50		133.33	
Building fund	102.70			102.70	
Others	2,072.87	1,387.32	685.55		
Prepaid expenses	4,491.55	4,473.39	18.16		
	$535,368.73	$435,134.53	$ 7,325.07	$ 87,360.83	$ 5,548.30
Fixed Assets:					
Land—at cost	$ 12,000.00	$	$	$	$ 12,000.00
Building at cost	$139,631.77				
Less reserve for depreciation	24,384.06	115,247.71			115,247.71
Office furniture and equipment—substantially at cost	$ 41,540.72				
Less reserve for depreciation	31,119.84	10,420.88	10,420.88		
Total fixed assets		$137,668.59	$ 10,420.88	$	$127,247.71

Other Assets:					
Interest in the Labor Cooperative Education and Publishing Society—at cost	$ 1,062.50	$ 1,062.50	$	$	$
LIABILITIES	$674,099.82	$446,617.91	$ 7,325.07	$ 87,360.83	$132,796.01
Current Liabilities:					
Accounts payable:					
Contingent fund	$ 102.70	$	$	$	$ 102.70
Other	4,778.67	2,892.91	1,885.76		
Accrued payroll taxes	6,089.14	5,815.68	273.46		
Accrued real estate taxes	2,338.36	2,338.36			
Total current liabilities	$ 13,308.87	$ 11,046.95	$ 2,159.22	$	$ 102.70
Capital:					
Exhibit B	$435,570.96	$435,570.96			
Exhibit E	5,165.85		5,165.85		
Exhibit F	220,054.14			87,360.83	132,693.31
	$674,099.82	$446,617.91	$ 7,325.07	$ 87,360.83	$132,796.01

Exhibit B

General Fund

Statement of Income and Capital
Year Ended June 30, 1966

Income:		
Per Capita tax		$443,698.91
Initiation fees		2,911.00
Grand lodge dues		1,609.53
Special assessment to recover Florida East Coast Railroad strike costs		101,900.35
Supplies and postage		3,259.13
Interest and dividends		9,727.61
Subordinate lodge bonds—net		449.13
Sales of training books		2,831.81
Special assessment		10.00
Profit on sale of Canadian bonds		262.50
Fee for handling unemployment insurance claims		6.50
		$566,666.47
Expenses (Exhibit C)		**465,128.06**
Net Gain		**$101,538.41**
Capital—June 30, 1965		**293,187.14**
Transfer from Legislative Fund upon abolishment of legislative program at November 1, 1965		**40,845.41**
Capital—June 30, 1966		**$435,570.96**

Exhibit C

General Fund

Statement of Expenses
Year Ended June 30, 1966

Salaries:		
Grand lodge officers (11)		$ 81,246.00
Grand lodge representatives (6)		60,001.80
Special representatives		279.94
Office employees (9)		51,321.17
Traveling expenses:		
Grand Lodge officers (Exhibit D)		31,122.22
Grand lodge representatives (Exhibit D)		12,910.98
Special representatives		1,000.21
Pensions—retired Grand lodge officers (Exhibit D)		1,452.00
Office supplies and stationary		7,829.33
Postage		4,615.13
Telephone and telegraph		5,468.20
Negotiating committee—Railway unions (Canada)		800.00
1963 rules movement—all railroad nonoperating unions		500.00
1963 stabilization movement		1,000.00
Railroad retirement tax		10,331.09
Unemployment insurance tax		4,442.47
Railway Labor Executive Association		12,840.00
Per capita dues and special assesments:		
A.F.L.-C.I.O.		7,949.83
Canadian Labour Congress		1,250.00
Maintenance of office equipment		726.85
Railway publications and statistical data		871.15
1961 rules and wage movement		3,000.00
Union shop movement		500.00
Printing of awards		1,787.02
Membership cards		489.00
Florida East Coast—		
Strike benefit payments	$ 31,200.00	
Travelers insurance premiums	3,533.94	34,733.94
Rent:		
Winnipeg, Manitoba, Canada	$ 300.00	
Montreal, Canada	450.00	
Bristol, Tennessee	300.00	
St. Louis, Missouri	480.00	
Washington, D.C.	1,664.04	
Denver, Colorado	540.00	3,734.04
Attorney fees		6,160.22
Accounting fees		975.00
Fidelity bonds—Grand lodge		331.95
Building expenses:		
Fuel oil	$ 552.03	
Water	16.50	
Real estate taxes	4,629.66	
Maintenance and operations	872.80	
Trustees' fee for holding title	20.00	$ 6,090.99
Light and power		1,577.99
Insurance		1,830.78
Contributions		35.00
Office expense		46.80
Express charges		19.45
Group insurance		7,311.00
Flowers		70.41

(Exhibit C Continued on next Page)

(Exhibit C, continued)

Canadian railway labour executives' association	482.70
Safety deposit box rental	7.00
Personal property taxes	35.41
Printing of constitutional amendments	115.00
Training books	326.97
Exchange and duty	3,388.38
Canadian convention registration fee	20.30
Employment agency fee	296.40
General committee refunds	838.13
Depreciation	1,741.70
	$373,903.95

Allocations to other funds:		
Signalman's Journal fund (Exhibit E)	$ 22,185.84	
Legislative fund (Exhibit G)	2,480.84	
Contingent fund (Exhibit F)	56,706.96	
Building fund (Exhibit F)	9,850.47	91,224.11
		$465,128.06

Expenses paid through the Grand lodge Secretary-Treasurer's petty cash fund are included above. Documents supporting reimbursements of the fund were test checked and appeared to represent items properly chargeable to the Lodge.

Exhibit E

The Signalman's Journal Fund

Statement of Income and Capital
Year Ended June 30, 1966

Income:		
General fund allocation		$ 22,185.84
Advertising		8,396.02
Subscriptions		187.16
Interest on savings account		177.42
Miscellaneous		10.03
		$ 30,956.47
Expenses:		
Publication costs:		
Printing and mailing	$ 23,139.19	
Articles	483.00	
Engraving	422.16	$ 24,044.35
Salary—Manager	10,050.30	
Expenses of Manager	1,396.72	
Stationery and supplies	44.92	
Railroad retirement tax	468.24	
Unemployment insurance	192.00	
Subscriptions and books	233.66	
Postage	193.65	
Camera supplies	156.19	
Group insurance	321.12	
Transportation	662.89	
ILPA convention registration	25.00	
Insurance	23.78	
Cost of obtaining advertising	67.62	37,880.44
Net loss		$ 6,923.97
Capital—June 30, 1965		12,089.82
Capital—June 30, 1966		$ 5,165.85

Exhibit F

Contingent Fund

Statement of Income and Capital
Year Ended June 30, 1966

Income:	
General fund allocation	$ 56,706.96
Interest on bank deposits and savings bonds	2,418.19
Interest on loan to Building fund	102.70
	$ 59,227.85
Expense:	
Strike benefits	23,053.17
Net income	$ 36,174.68
Capital—June 30, 1965	51,186.15
Capital—June 30, 1966	$ 87,360.83

Building Fund

Statement of Income and Capital
Year Ended June 30, 1966

Income:		
General fund allocation		$ 9,850.47
Interest on savings account		126.91
		$ 9,977.38
Expenses:		
Decorating building	$ 765.00	
Interest on loan from contingent fund	102.70	
Depreciation	3,492.35	4,360.05
Net income		$ 5,617.33
Capital—June 30, 1965		127,075.98
Capital—June 30, 1966		$132,693.31

Exhibit G

Legislative Fund

Statement of Income and Capital
Year Ended June 30, 1966

Income:		
General fund allocation		$ 2,480.84
Interest on savings accounts		356.71
National Legislative Committee, International Railway Brotherhoods—Canada		189.08
		$ 3,026.63
Expenses:		
Legislative representatives:		
Salaries	$ 138.55	
Expenses	173.52	
General committee services	387.05	
Railroad retirement tax	5.72	
Unemployment insurance tax	2.82	
Collection and exchange	14.25	721.91
Net income		$ 2,304.72
Capital—June 30, 1965		38,540.69
Transfer to General Fund upon abolishment of legislative program at November 1, 1965		($40,845.41)

This photo of the train order house at Pueblo Junction was taken as a Burlington (Colorado & Southern) train passed inbound towards the yard area.

Cover Story

Variety—the Spice for Rio Grande Maintainer

By Donald Sims

A TIP-OFF TO THE KIND of territory that Maintainer "Jerry" Williams handles would be the four "employe's timetables" carried in the glove compartment of his pickup truck. Although Lindon Gerald Williams has been a Rio Grande employe for the past 33 years, he is, nonetheless, involved with three other railroads.

This Colorado member of Brotherhood of Railroad Signalmen Local 24 maintains a section of railroad line that extends north and west of a major terminal area at Pueblo where four carriers come together at a single junction; separate to double up into two joint yard facilities, one for the combined Rio Grande and Missouri Pacific operation, the other for the Santa Fe and Colorado and Southern routes; plus a union depot facility.

Probably the best place to contact Williams is at his headquarters, Pueblo Junction, a train order office located just east of downtown Pueblo. The maintainers section house butts up against the rear of the office and when he arrives on duty each a.m., Brother Williams normally collects info on train movements.

Some of the items which the Rio Grande maintainer handles on his daily work sheet include just about everything a maintainer is exposed to in the way of equipment and facilities; namely, Centralized Traffic Control, automatic block signal territory, city road crossings and maintenance of equipment on foreign lines rails. Taking stock of his CTC line, the power machines and automatic block signals, the veteran maintainer remarked that "I've got just about every type of signal equipment built by almost every manufacturer in the railway signaling field on my territory."

Brother Jerry Williams is shown as he checked a relay at the location where the Missouri Pacific crosses joint Burlington and Santa Fe main lines.

Using Pueblo Junction as the center of his railroad map, Williams's responsibility extends northward for several miles along a CTC controlled line that is a joint facility for a portion of the distance. The Rio Grande and the Santa Fe share operation time as well as a joint timetable over this section out of Pueblo. At one point single track doubles, one carriers tracks for northbound; the other for southbound traffic.

Total mileage from Pueblo Union Station north to Bradgon, the outer limit of Williams's district, is approximately 11 miles; most of which is single track CTC but also includes the joint double track movement.

Going west from the junction, the Rio Grande maintainer's assignment includes some signaling around the union station area, and beyond, one finds a small collection of power equipment in the Rio Grande freight yard. The yard narrows to a double track operation which starts directly west for two miles and merges at a place called Goodnight,

Maintainer Williams is shown here as he inspected insulated joints and rail bonding at Pueblo Junction.

forming a single tracked roadbed which follows the Arkansas River Canyon to a high mountain range overshadowing town and railroad. The Rio Grande's reputation as a mountain hauler becomes a reality here. This line is strictly Rio Grande through the well known Royal Gorge, located 45 miles from the Pueblo yards.

Known as Subdivision 2 of Rio Grande's Colorado Division, the line west from Pueblo is governed by an automatic block system. All told this includes some 13 miles of line and two sidings extending the western limit of Jerry Williams's territory.

Brother Williams is assigned to take care of a crossing about a mile southeast of Pueblo Junction where Missouri Pacific's east-west Kansas Division tracks leave the downtown area just south of the train order office, cut through some low lying hills and then make a right angle crossing over the joint Santa Fe and Burlington main line.

A small metal cabin houses relays and other necessary equipment for the automatic interlocking system as well as a roll type recorder. When there is a problem here, Williams can usually turn to the recording device and pinpoint the problem.

Williams usually drives a pick-up truck to this location as Rio Grande trackage is not physically involved at the junction and any motorcar operation there would be over foreign line tracks. Like many maintainers, he is equipped with both highway and rail vehicles, and like many, he utilizes the rubber tired transportation whenever it is necessary or more convenient.

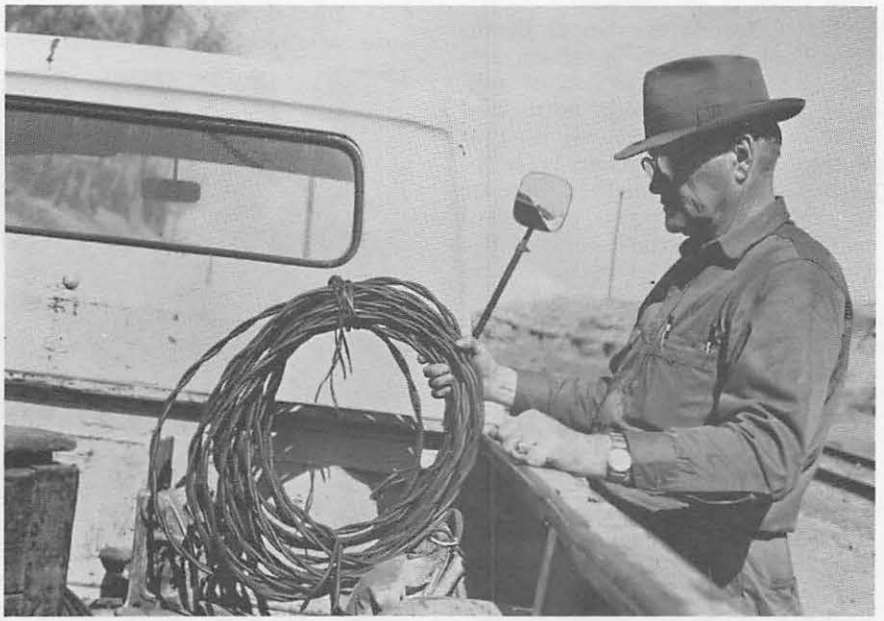
He spends a fair share of his time in the vicinity of the interlocking plant at Pueblo Junction. Its layout is such as to require several signal sites and power switches in close proximity to his section house. Train orders are required to operate via the joint C&S-Santa Fe track, while trains moving via CTC rail don't at this point and Missouri Pacific traffic skirts the station behind Williams's section house.

Looking at it from a mileage standpoint on a Rio Grande timetable, Jerry's district extends from milepost No. 104 to milepost No. 130, an overall distance of approximately 30 miles. Not long by the yardstick now being applied by the railroads, but it does involve a heavy concentration of units of equipment when you consider the Pueblo area. This does not take into account the off-line activity at the Missouri Pacific-Santa Fe interlocker. Williams services one crossing gate and eight flasher light crossing installations on his territory.

The territory also contains 8 power switches and 13 spring switches. Most of the latter are concentrated west of Pueblo yard along the river canyon roadbed where rail weight is heaviest, averaging 136 pounds as against 106 pound rail on other portions of the roadbed.

During the past 33 years with the Rio Grande, Jerry has worked from Salt Lake City to Denver, the outer limits of this inter-mountain carriers route. As usual, in earlier times, being low on the seniority totem pole, he got around quite a bit, proving no exception to the rule. The only modifying factor was the comparison with the other western carriers in that the Denver based Rio Grande is relatively short in end to end length.

Surprisingly enough he already had seven years of signaling experience under his belt before coming to the Rio Grande. Originally a native of Arkansas, Brother Williams first started his railroad career with a signal manufacturer, General Railway Signal Company. This was "way back when", a period when there weren't too many block signaled miles on the U.S. scene, let alone



This photo, taken at the west end of Pueblo yards, shows Brother Williams removing material from his pickup truck as he prepared for another days work.

the modern CTC methods with which trains are dispatched these days.

At that time, GRS was installing block signals in Arkansas on a Missouri Pacific line and Jerry Williams hired out with a signal contruction gang. From that point on he received a broad education in United States geography, traveling about the nation for seven years, including several months underground on a New York City subway project, installing signals on the tubes which run underneath Manhattan. This work was quite a contrast to the outdoors construction work to which he was accustomed.

At one point in his travels with the signal equipment producer, Williams was involved with installation work for the Rio Grande. This was in 1927 when the western carrier was getting one of its earlier block signal installations. The climate must have appealed to him, for some time later he hired out with the Rio Grande and has been with that carrier ever since.

The road's history included a projected rail empire to include Missouri Pacific and Western Pacific under the same ownership for a transcontinental route, a linkage that still exists today as a traffic pattern, accounting for Pueblo's importance as a rail center. The Missouri Pacific, Rio Grande and Western Pacific path still is an important concept in the railroad pattern of western America, providing competition for the through transcontinentals such as Union Pacific and Santa Fe. This reason created a rail terminal along the eastern slopes of the great Rocky Mountain barrier, where Missouri Pacific and Rio Grande interchange carloadings between east and west.

The paperwork must be handled regularly. Reports of tests, time and any failures, must be made. Brother Williams is shown at his tool house catching up on this phase of the work.

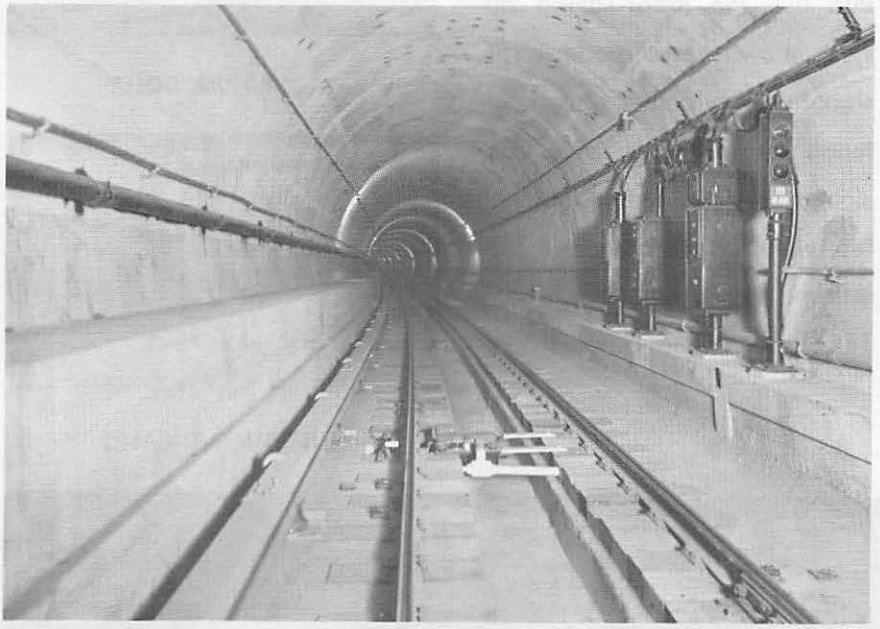
In twenty years of maintaining the same line profile with Pueblo as home base, probably the most harried period of all occurred in 1965 when Colorado was hit hard by summer floods; so hard, in fact, that the Pueblo-Denver rail routes were out of action for several days. And the Rio Grande signalman had more than his share of this experience, being involved with two separate high water marks, occurring just about a month apart. He just about finished with one problem but was inundated with another.

It all started locally in June when the Fountain River, flowing through Pueblo's northern city limits, broke its banks because of heavy rainfall. Flowing south towards Pueblo Junction, the muddy waters managed to cover up the heaviest signaled portion of Williams district at the Junction. Power switches, battery casings, almost everything disappeared under several inches of enlarged river. Adding insult to injury, Williams section house was flooded knee deep with water. It took several days and nights to clean the mess, including such chores as tearing down power switches and cleaning them from stem to stern.

Not only was Williams concerned with the responsibility of cleaning up flood damage on his own district, but things were so bad to the north at Colorado Springs, he spent almost three weeks in that city helping to put the railroad back to work.

Finally, June's flood was taken care of; but a few days later the Arkansas River, whose path Rio Grande parallels west of Pueblo, did exactly the same thing—burst its banks and flooded the railroad as well. So, faced with another cleaning job, the Pueblo maintainer spent more long hours getting rid of mud and debris in the automatic block signal section of his multi-equipped district. Were Williams of far eastern background, he would probably refer to 1965 as "The Year of the Flood".

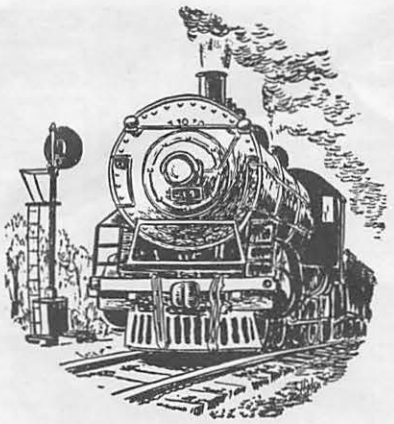
Now, after twenty years, it appears that Jerry Williams's territory



Prior to his present employment Brother Williams worked underground on a New York subway project installing signals similar to those shown here.

will undergo steel surgery. Not that he's planning to move, but the scenery is definitely due for a face-lifting. The map is going to be changed right out from under his motorcar. First of all, there's a move afoot to change Pueblo Junction's arrangement so that Missouri Pacific can consolidate for trackage rights over Santa Fe. The two roads run parallel for several miles east of town but it makes sense to combine their two routes into a single line under modern signaling methods, in which case Missouri Pacific traffic will be routed by the train order station at the junction.

Another major realignment west of Pueblo will affect Rio Grande's Colorado Division. Six miles west a large dam is scheduled for early construction. Creating a lake many miles long, the dam requires that practically all of Williams Arkansas River district be relocated. But if it



prevents the kind of trouble he had during 1965 he's all for its existence.

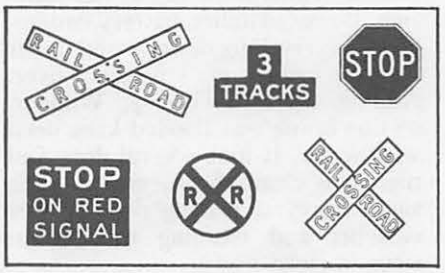
A long time member of the Brotherhood of Railroad Signalmen, Jerry Williams paid his first monthly dues way back in 1936, and at one time served as Chief Signalman.

Williams likes to hunt and fish, a not too unusual interest for Coloradans, native or adopted. The mountainous background of Colorado is such as to create an enthusiasm for outdoor activities, even if you've been raised in some other part of the country.

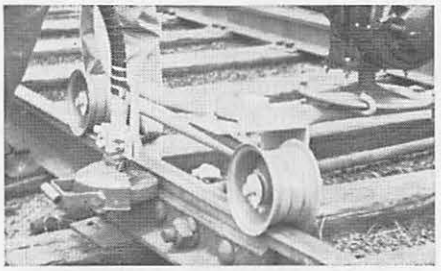
Recently new grandparents, Jerry and his wife, Roslyn, are very proud of their son, Robert, a major in the U.S. Marines and now stationed in Washington, D. C. Robert studied at the University of Colorado in Boulder, majoring in electrical engineering and has since obtained an M.A. in the same field. His service career has been connected with electronics.

So what started out as a mobile job with a railroad signal manufacturer in Arkansas has turned out to be a long term job as a signal maintainer in Pueblo, Colorado. That's the story of Gerald Williams, long time signalman.

LIGHTEN THE WORK LOAD



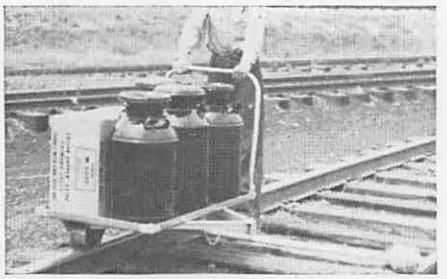
SCOTCH LITE SIGNS



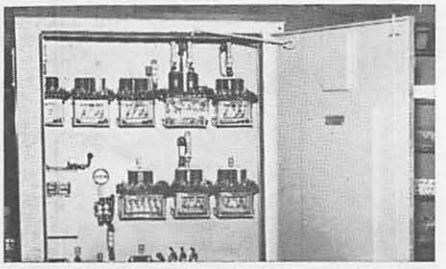
RAILBOND GRINDER

ON ALL MAINTENANCE AND INSTALLATIONS

All signalmen can benefit, making their jobs easier, by putting into use the labor-saving devices shown here. Modern TPC signaling equipment and maintenance aids have been designed to do a better job with less work. Write for additional information about the many TPC labor-saving devices.



ALUMINUM DOLLY



INSTRUMENT CASES

THE RACO GROUP

Office and Plant
TRANSPORT PRODUCTS CO.
7615 National Turnpike, Fairdale, Ky.
(Area Code 502) 774-5711

Main Office and Plant
RAILROAD ACCESSORIES CORP.
5 Tenakill Park, Cresskill, N.J.
(Area Code 201) 568-4600

Office and Plant
GRISWOLD SIGNAL CO.
700 Plymouth Ave., Minneapolis 11, Minn.
(Area Code 612) 522 6639

SHANTY BANTER

I WILL NOT!

Sign in dry-cleaning plant: "Drive in, drop your clothes with your name attached, and you'll get faster service."

He who can give has many a good neighbor.

EVERYONE KNOWS THAT

A woman motorist was being examined for a driver's license.

Examiner: "And what is the white line in the middle of the road for?"

Woman: "Bicycles."

Be a friend to yourself and others will befriend you.

WHO KNOWS?

Father to family as he climbs out of car: "Well, we finally found a parking place. Now, does anyone remember why we're here?"

Man is free at the moment he wishes to be.

GOOD ADVICE

"What shall I preach about?" the young preacher asked his bishop.

"About God, and about 20 minutes," was the reply.

There is no severity like gentleness.

DO UNTO OTHERS

Neighbor: "So you say that your son gets on your nerves? Why not buy him a bicycle?"

Dad: "Do you think that would improve his behavior?"

Neighbor: "No, but it would spread it over a wider area!"

GOOD PLACE TO BE FROM

A tourist returning from Wales reported that whenever the trains stop at Llanfechpwlgogerych, the conductors yell: "If anybody's getting off here, this is it!"

To govern mankind one must not overrate them.

NO TRESPASSING

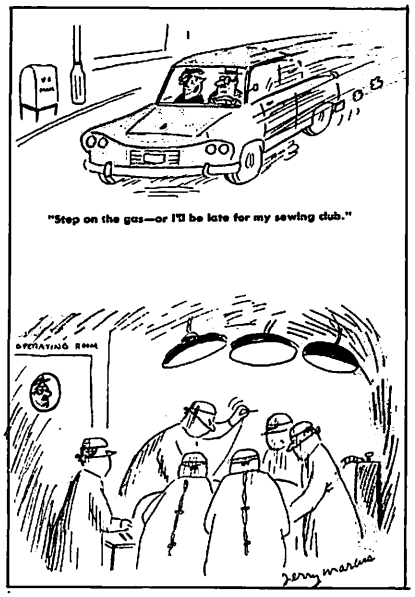
"Some people sure are funny," an office worker mused to his co-worker. "I know a guy who hasn't kissed his wife in 10 years—then he went out and shot a guy who did."

The sweetest freedom is an honest heart.

EASY DOES IT

"How could you swindle people who trusted you?" asked the Judge.

Replied the Con Man: "Your Honor, it's almost impossible to swindle people who don't trust you."



LETTERHEAD LOGIC

The president of one club ordered ten thousand letterheads (to be used by his group). As customary, the stationery indicated all the current officers' names, and the letterheads were delivered and paid for.

A month later, a slate of new officers was presented for the forthcoming election.

Ignoring Roberts' Rules of Order, the president pointed out that the group had a year's supply of good letterheads.

All the old officers were reelected unanimously.

The worship of genius never makes a man rich.

OUT OF STOCK

At a vacation camp for children a little girl fished for a while, then threw down her pole and cried, "I quit."

Asked for an explanation, she said, "I just can't seem to get waited on."

Weeds are plants whose values have not yet been determined.

TURKEY TESTER

I usually test a roasting turkey for doneness by raising and lowering the drumstick. My neighbor, five years old, wandered into the kitchen in time to witness this culinary test. "Aunt Shirley," she asked, "Why do you shake hands with the turkey?"

All things come to him who waits—but not soon enough to do much good.

SIT THIS ONE OUT

The Frug is not a species of grasshopper but rather a human being who moves like one.

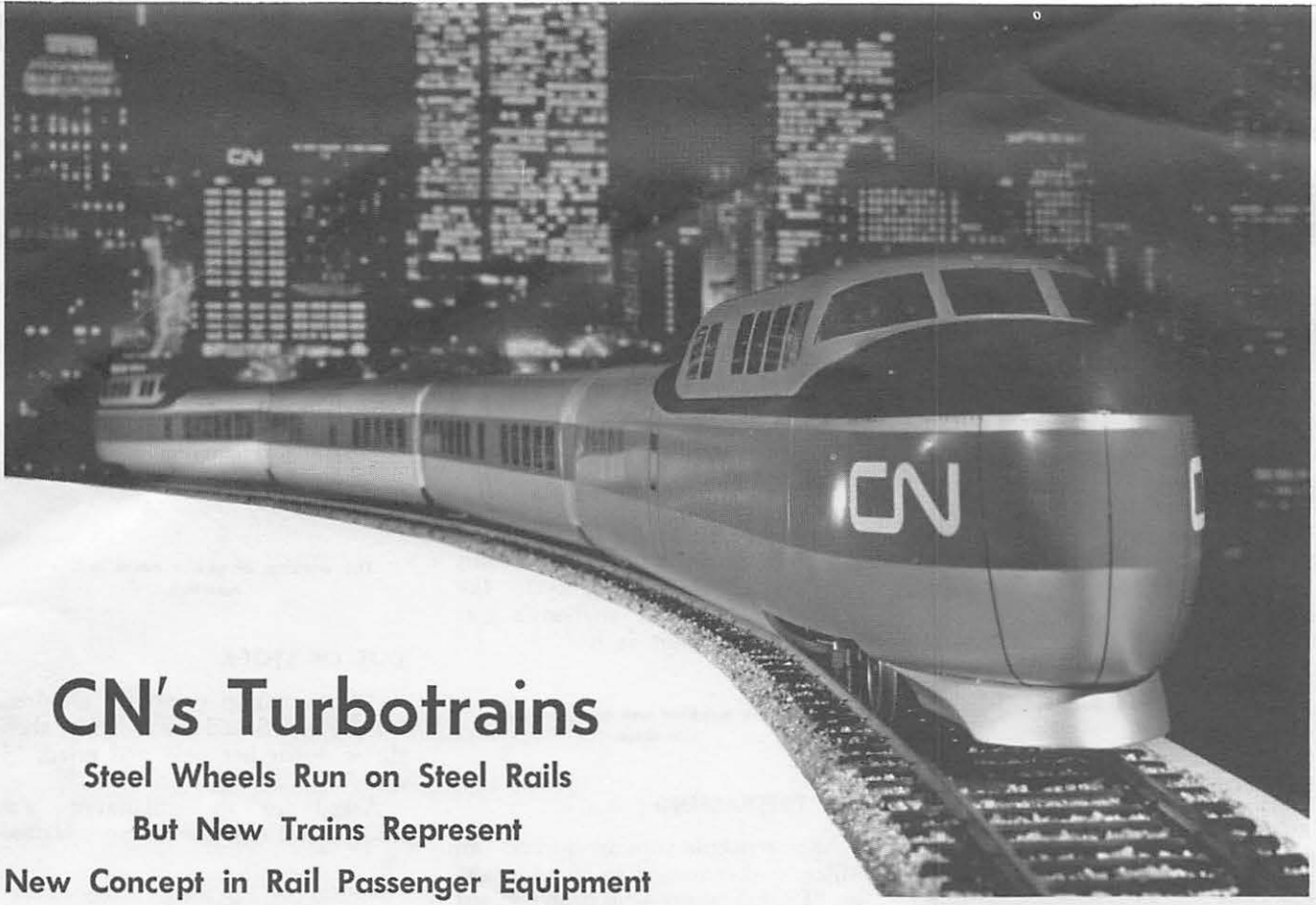
When nature has work to be done, she creates a genius to do it.

BAD RISK

Did you hear the one about the banker who fell overboard? He was floundering around in the water while the people on the boat were hunting for a life preserver.

A sailor shouted to him "Hey—can you float alone?"

"Yes," gasped the banker, "but is this any time to talk business?"



CN's Turbotrains

Steel Wheels Run on Steel Rails But New Trains Represent New Concept in Rail Passenger Equipment

CANADIAN NATIONAL RAILways will soon have new turbine-powered passenger trains running between Montreal and Toronto, Donald Gordon, CN president recently announced.

The high speed trains will be operating in time for Canada's centennial celebrations next year and for Montreal's World's Fair, "Expo 67", he said. Scheduled to begin running at 90 to 120 miles an hour, the trains' potential speed is 160 m.p.h.

Two sets of equipment, each of seven cars, will be delivered in April, 1967, two in May and one in June. The five sets will each have two dome cars, one at each end, containing the turbine power units. They will operate in tandem sets of 14 cars.

The cars will be built by Montreal Locomotive Works, under contract to United Aircraft of Canada Limited, and the turbines will be built at the Longueuil, Que., plant of UAC.

The Turbotrain in Operation

Except for the fact that it will have steel wheels on steel rails, Canadian National's turbotrain represents a truly new concept in railway passenger equipment.

The design of the cars include a new type of suspension system, combined with single axles. This permits higher speeds over existing tracks as well as smoother riding. The turbotrains will also feature lighter weight, faster acceleration and deceleration and improved braking systems for faster and smoother stops.

Floors of the cars on the new train will be only 32 inches above rail, 10 inches lower than conventional passenger cars. Overall height of the new cars is 11 feet compared to 13½ feet for present equipment; width, 10 feet, compared to 9½ feet on the old.

The lower centre of gravity combined with a pendulous suspension system and guided axles, will permit the train to take curves at speeds up to 30 percent faster than is now possible.

The suspension system has inclined supported links which act through air cushion springs and these in turn support the car. This gives a pendulum like effect so that on curves the cars bank inward, not outward as in conventional equipment. As a result, passengers are not conscious of swaying and lurching on the curves.

Why Turbotrains Were Selected

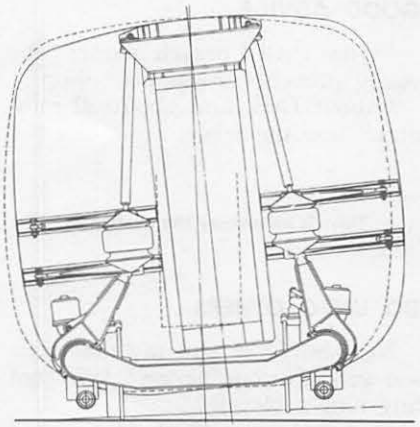
Passenger traffic in the Toronto-Montreal service exceeds 6,000 persons per day by all modes in each direction, Canadian National officers revealed at the turbotrain press conference. In ten years they expect it to double.

The railway expects that this growth rate will continue, but only if additional capacity is made available.

This capacity cannot be provided by drawing equipment from other services, since many of them are also experiencing growth increases.

In fact, in recent years, CN has had to purchase or rent equipment from other railroads to handle its

(Continued on Page 240)



CN's turbotrain will have a pendulous suspension system that will bank the cars inward on curves, not outward as in conventional equipment.

AN EDITORIAL

The Value of Training— Know Your Job

By President Jesse Clark

THE NECESSITY AND VALUE of training for any profession is indisputable and is an absolute must if we are to be successful in our vocation and properly qualified for whatever endeavor we chose for our life's work. No professor of science or technology ever attained success or fame without study, hard work and application.

Any simple illustration will readily prove these facts and contentions. A doctor, lawyer or teacher, or any other technician must train for his profession and earn his "sheep-skin" by demonstrating his ability to do the job. He must know his job if he expects to be a success. If he is made of the right kind of material he will show his willingness to get ahead by his determination and will never be satisfied to take a back-seat in the performance of any task in his chosen line of work.

In the transportation business the same rules apply and, without doubt, is more pronounced in many respects. This is essentially true because of our obligation to the public. We must not only render safe and efficient service but we are directly responsible for the transporting of our Nation's commerce and, in a very large measure, responsible for the safety of human lives when they are riding upon or using the railroads for their mode of travel.

Since our industry contributed so much to the building and development of this great land of ours and, since we contribute so largely to the entire economy of the Nation, our importance cannot be challenged. We are considered the first line of defense and we are indispensable in cases of emergency. We must, therefore, be prepared on all occasions —be trained and able to carry on in all circumstances and have the know-how to perform the job whenever and however required.

We have always felt that signaling is one, if not the most important part of our industry. It is not the intent of this article to detract from the importance of any of the other crafts or segments of the industry as certainly it takes the total of all to make the whole. The duties and responsibilities of every worker engaged in railroading is important and cannot be overlooked or laid aside. We hold, however, signaling in its many ramifications and the employes engaged in the intricate duties of its installation and maintenance contribute more to the safety, speed, and efficient operation than any other portion of the railroad transportation system. Hence, it is not only important, it is absolutely essential that every employe engaged in this work know his job.

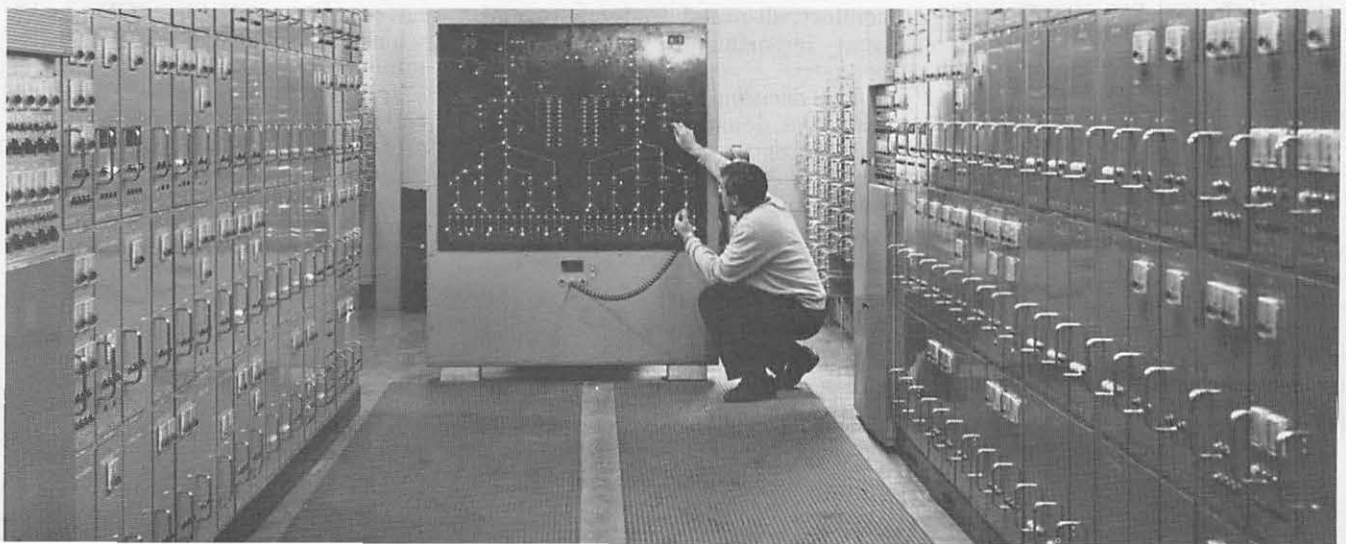
While we are not implying that these workers do not now know their work, nor are we inferring that the equipment is not being properly installed and maintained, we must point out that there are constantly new innovations requiring us to "keep on our toes". The only exception to adequate maintenance is the fact that some carriers have reduced their forces and enlarged territories to a point where it is virtually impossible to properly perform the required work, purely from a physical standpoint This in no sense, however, implies that the present work force is not qualified to perform the task. Our work assignments are usually 8 hours per day, five days per week and, if our territories are such that they cannot be properly covered during this period, it is the responsibility of the carrier.

Moreover, because of the reduced work force by some shortsighted carrier managements and because of natural attrition, many of our skilled workers have left railroad employment or have been required to seek employment in other industries. This simply adds to our burden and requires those remaining in the industry to possess greater skill and accept more responsibility to carry on the work load.

What does this mean to you? It demands that you "know your job" in every detail. In the past very few of the carriers have taken any positive or progressive action in an effort to train our people. Most of them have demonstrated an unwillingness to contribute anything to bettering the skills of our craft or to even acquaint the employes with the new equipment being installed or the new techniques in the art. It has been left to the worker to "dig-it-out" to the best of his ability. Most of them have done a marvelous job in educating themselves.

Signaling today is a "far-cry" from what it was a few years ago and with the new innovations and modern facilities being installed we simply do not have time to train ourselves. Hence, we hold, this is a

Signaling, and the employes engaged in the intricate duties of installation and maintenance of this complex equipment, contributes most to safety, speed, and efficient operation of the railroads. It is not only important, it is absolutely essential that every signal employe know his job.



joint responsibility. The carriers should provide, if they are to attract and retain in their employment proper personnel for this important work, adequate training facilities such as textbooks, lessons in signaling, instructors, housing for training, conduct classes on and off the job, if necessary, and furnish necessary tools for use in training, and equipment for examination and study. Above all the carriers should be willing to pay the trainees an adequate wage and sustenance during these courses and periods of training. The carriers receive the direct benefit and profit from such trained personnel.

On the other hand we must concede this is not a "one-way-street" and the employes must be willing to contribute freely of their time and efforts to gain the necessary knowledge to become and be considered a skilled craftsman in our profession. This is particularly true with new entrants in the industry. Then, after they have gained the necessary knowledge and experience, and passed a qualifying examination satisfactory both to their employer and the union, they should be given a diploma and paid an adequate wage commensurate with their skills and responsibilities.

Moreover, as an incentive and to attract the high caliber of young men needed to qualify in the modern art of signaling, the carriers must be willing to guarantee a minimum tenure of employment or, perhaps, even a job for life, with only necessary carrier protection to insure against the retention of misfits or undesirables. Such important people must not be subjected to the whims of the budget-minded officials or be laid-off and recalled to carrier service in accordance with the ebb and flow of business. Stabilization of employment and a guaranteed annual wage is an extremely important factor in any such program.

There is a dire shortage of skilled people in our craft on many railroads at present. This shortage, resulting from the failure to have competent people trained and adequately compensated in our craft or class, is beginning to show. There is no need to cry, however,—let's do something about it! How can our goals or needs be attained?

In my humble opinion a committee of high carrier officials with authority to act (not second-stringers) should immediately confer with authorized and qualified representatives of the employes, not in an effort to, but to definitely agree upon a program or set of basic rules for the training or retraining of our people adequate to meet the requirements.

It is obvious in my opinion that such basic rules could not be in sufficient detail to meet the requirements on every individual carrier. This for the simple reason that the needs and requirements would vary between railroads. I do believe, however, that we can establish basic standards and principles to be used in the individual negotiations.

In most industries other than on railroads it has been recognized for many years the value of training and the necessity of knowing your job. Apprentice training committees have been established with representatives from both management and labor that have for their primary purpose the function of seeing that a sufficient number of trained employes are available to meet current needs. With these facts in mind it is obvious that we have been pursuing the wrong course in our industry and with particular respect to our craft.

Our government has long recognized, not only the desirability, but the need of training and retraining people to meet the new techniques and technology. This, not only to meet the economic needs but also to keep from laying-off people and placing them on the economic scrap heap because they are not qualified to perform the required service in the ever-changing and dynamic economy in our modern America.

Money and facilities have been made available to industry generally by action of Congress and through legislation to meet these requirements. Why should we not take advantage of these opportunities? We must not sit back and play dead and by our actions imply that the railroads are a dying industry and be complacent in a "do-nothing" attitude.

We must train for our jobs, we must know how to perform our jobs, and we must assist the carriers in rendering the best service possible to the public. By doing this, both freight and passenger business, will return to the rail and thus enhance the position of our employers and ourselves. A WISE AND ENLIGHTENED MANAGEMENT WILL JOIN WITH US.

(Continued from Page 238)

traffic growth besides renovating and restyling about 700 cars to provide increased capacity and comfort.

CN, then, had two choices in order to increase the line's capacity: buy conventional type equipment or seize the opportunity to move into a new age, overcoming the gap between present equipment and what can be built using advanced technology.

Purchase of conventional equipment would permit expansion of the service and might lead to improvement in profits, but cannot produce the dramatic improvement in both revenues and expenses which more modern equipment can.

CN has concluded that United Aircraft's turbotrain will provide the best combination of technological improvement; cost reduction; utilization of equipment; passenger comfort; all-round productivity, and, most important of all, increased revenues.

The decision to obtain the turbotrain was described by Mr. Gordon as "one of the most dramatic in a series of measures undertaken by Canadian National over the past few years in a continuing effort to revitalize its passenger service."

Passenger Comfort
A Turbotrain Feature

Turbotrains will incorporate a number of new features in the interior design and passenger comfort and convenience.

Canadian National and United Aircraft designers are working together to create an interior that will have a recognizable "CN look" which at the same time will be totally new in the world of travel.

Improved features will include better heating and air conditioning, greater noise suppression, more comfortable seating and an elegant interior environment, unmatched in attractiveness.

There will be carpeting through the train, tinted glass and adjustable blinds for each window, soft indirect lighting and individually controlled reading lights for each traveler, a CN spokesman said.

Don't Forget to Write

By President Jesse Clark

IN THIS VAST LAND OF OURS, IT IS NOT POSsible for every citizen to participate directly in government. While we, as citizens, have chosen Congressmen to represent us in our government, we have retained the right to make our own opinions known. An effective way to do this is to write our Congressman.

As we mentioned earlier in this series, most Congressmen would rather vote wisely and well than not. An important element in a Congressman's voting wisely (if only for practical reasons) must be the opinions of his constituents, the citizen voters in his district. When we are silent on a particular issue, we allow others to take over our share in the government. For example, if all those who felt strongly that 14(b) of the Taft-Hartley Act should have been repealed, personally wrote their Congressmen and expressed these views, the chances of successful repeal would have been greatly increased. Congressmen are interested in how their own mail is running on all issues. Reports from their staff such as "letters are running 3 to 1 for—5 to 1 against—10 to 1 for"—have a strong influence on how the individual Congressman will vote.

What happens in Washington is too important to us, every day of our lives, for us to be silent. In our democracy, we have the right to speak. We are fools if we do not exercise this right. It does not matter, by the way, if your Congressman belongs to the same party as you. A member of Congress represents all citizens in his district—not just those who voted for him.

How to Write

Put it in your own words. The important thing is that you want to communicate your opinion to your representative. It need not be a literary masterpiece. Get to the point. Tell him how the matter affects you and why. Write clearly or print. Type it if possible. Get the message across. Don't be nasty or sarcastic. It is also not the time to be witty.

You should refer to the bill by its number or by its popular title. Your union or the labor press will supply you with this information.

Again, it is important that the letter be *your* effort. Do not copy word for word from any other source. Congressmen feel that hundreds of identical letters are poor indications of public opinion.

Where to Write

Check the list appearing with this article or the list which appeared in the July-August issue for the full name of your Congressman. Then address the envelope:

The Honorable (his name)
United States Senate (or House of Representatives)
Washington, D. C., 20510 (Senate), 20515 (House)

In addition to your own Congressman, it is often wise to write the members of the subcommittee or full committee which is handling the legislation. We will discuss in future articles the particular importance of committees in the legislative process. At this point, it is sufficient to note that the people most responsible for the preparation and development of a bill are the members of the committee to whom it has been referred. Contacting these Congressmen at this crucial stage in the legislative process is one of the most effective means of making our voices heard in Washington. We should take advantage of these opportunities at least as often as our opponents do.

When to Write

Your union, the labor press, your local newspapers, radio and television stations all bring the issues to your attention, in time to do something about them. Write your Congressman before he votes on an issue. These same sources can tell you when votes are due. If your Congressman votes the wrong way, write him, tell him you think so and why. If he votes the right way, we think it is equally important and we recommend that all railroaders write to thank him and encourage him to keep up the good work.

Nevertheless those letters which are the most effective are the letters which reach a Congressman's desk before the vote reaches the floor of a chamber. Remember your Congressman needs a complete understanding of the views of all those whom he represents. Every citizen has two Senators and one Congressman. It is wise to write all three when a bill is still in its early stages. If the bill has passed one House, it becomes very important to concentrate on the other.

Do not be silent. Those interests opposed to railway labor on the issues which are most important to us will not sit still. We cannot ignore our government or it will in turn ignore us.

How About Those Freshmen

Just as a varsity football coach beams with pride over the performance of his freshman team, Coach L. B. Johnson is justifiably happy about his bumper freshman crop. Most of these youngsters arrived at Congress U. as a result of an extremely successful recruiting campaign the coach himself conducted in 1964. The public signed up his boys in a landslide victory during November of that year. The success of the Great Society team is to a great extent due to the performance of these freshmen. Let's look at their record.

Close to 70 per cent of the 295 Democrats in the House, the largest party majority since early New Deal days, joined in support of Great Society proposals. Of these 295 members, 71 were freshmen, sitting in Congress for their first team. Over 75 per cent of these newcomers, most of whom replaced ultra-conservatives, voted for Great Society programs.

As a result of their team spirit on behalf of the Great Society, Coach Johnson is very anxious to have these 71 freshman Democrats back on the Hill for the 90th Congress.

We, along with the President, want these men returned to Washington because of their contribution to Great Society programs, but we also have our own special interest in them. They have demonstrated that they are our friends.

Dist.	Name	Party	S-3 Appalachia Bill Final Passage	HR-6675 Medicare Byrnes Motion	HR-6675 Medicare Final Passage	HR-2362 Education Bill	HR-6675 Conference Report	HR-6283 Poverty Bill 1965 Amendment	HR-77 14(b) Motion To Recommit	HR-77 14(b) Passage	HR-9567 Aid To Higher Education	HR-5663 High Speed Transportation	HR-7371 Bennett Amendment	H Res-8 Adopt Rules Of 89th Congress	HR-7984 Passage Housing Bill	HR-6400 Voting Rights—Motion To Recommit	Votes This Session R	Votes This Session W	Cumulative R	Cumulative W
KEY VOTES OF SOUTH DAKOTA																				
2	Berry	Rep.	W	W	W	W	W	W	W	W	—	R	W	W	W	W	1	12	8	97
1	Reifel	Rep.	W	W	R	W	R	W	W	W	R	R	W	W	W	W	4	10	8	32
KEY VOTES OF TENNESSEE																				
6	Anderson	Dem.	R	R	R	R	R	R	R	R	R	—	r	R	R	R	12	0	12	0
8	Everett	Dem.	R	R	R	r	R	R	W	W	R	R	W	W	R	W	8	5	36	21
4	Evins	Dem.	R	R	R	r	R	r	W	W	R	—	W	R	—	R	7	3	78	27
5	Fulton	Dem.	R	R	R	R	R	R	R	R	R	—	R	R	R	R	13	0	30	0
9	Grider	Dem.	R	R	R	R	R	R	R	R	R	—	R	R	R	R	13	0	13	0
7	Murray	Dem.	R	R	R	W	W	W	W	W	R	—	W	W	W	W	4	9	32	96
3	Brock	Rep.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	11	3	26
2	Duncan	Rep.	R	W	W	W	W	W	W	W	R	W	W	W	W	W	2	12	2	12
1	Quillen	Rep.	R	W	W	W	W	W	W	W	W	W	W	W	R	W	2	12	3	28
KEY VOTES OF TEXAS																				
3	Beckworth	Dem.	R	W	R	R	R	R	W	W	R	R	R	W	R	R	10	4	72	45
2	Brooks	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	78	14
17	Burleson	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	35	87
5	Cabell	Dem.	R	R	W	R	W	R	W	W	—	W	W	W	w	R	5	7	5	7
22	Casey	Dem.	W	W	W	W	W	W	W	W	R	R	R	W	W	R	4	10	17	37
15	de la Garza	Dem.	W	W	R	R	R	R	W	W	R	R	W	W	R	R	8	6	8	6
7	Dowdy	Dem.	W	W	R	W	W	W	W	W	R	—	—	W	W	W	2	10	20	67
21	Fisher	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	23	104
20	Gonzalez	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	34	1
19	Manon	Dem.	W	R	W	W	W	R	W	W	R	R	W	W	W	R	5	9	64	90
1	Patman	Dem.	R	R	R	R	R	R	R	W	R	R	R	W	R	R	12	2	113	39
10	Pickle	Dem.	R	W	W	R	W	R	R	W	R	R	W	W	R	R	8	6	14	10
11	Poage	Dem.	W	R	W	R	W	W	W	W	R	R	W	W	R	R	6	8	62	84
AL	Pool	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	R	3	11	5	27
13	Purcell	Dem.	R	R	R	R	R	R	W	W	R	R	W	W	R	w	9	4	23	9
4	Roberts	Dem.	W	R	R	W	R	R	W	W	R	—	R	W	W	R	7	6	19	14
18	Rogers	Dem.	W	W	R	W	W	W	W	W	R	R	W	W	W	R	4	10	32	64
6	Teague	Dem.	W	R	W	W	W	W	W	W	R	R	W	W	W	W	3	11	46	74
8	Thomas°	Dem.	R	R	R	R	R	r	r	r	—	—	—	—	—	r	5	0	92	46
9	Thompson	Dem.	R	R	R	—	R	R	R	R	—	R	—	R	R	—	10	0	94	27
16	White	Dem.	R	W	R	R	R	R	W	W	R	R	R	W	W	R	9	5	9	5
12	Wright	Dem.	R	R	R	R	R	R	R	R	—	R	R	R	R	R	13	0	60	17
14	Young	Dem.	R	R	R	R	R	R	W	W	—	R	R	W	R	R	10	3	48	19

° Died Feb. 15, 1966—Mrs. Lera Thomas was sworn in March 30, 1966

KEY VOTES OF UTAH																				
2	King	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	14	0
1	Burton	Rep.	W	W	W	R	W	R	W	W	R	R	w	W	W	W	4	9	8	24
KEY VOTES OF VERMONT																				
AL	Stafford	Rep.	W	W	R	R	R	R	W	W	R	—	W	W	R	W	6	7	20	18
KEY VOTES OF VIRGINIA																				
4	Abbitt	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	25	93
1	Downing	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	15	40
2	Hardy	Dem.	W	W	R	W	R	W	W	W	R	R	W	W	W	W	4	9	59	63
9	Jennings	Dem.	R	R	R	R	R	R	R	W	R	R	W	W	R	W	10	4	57	23
7	Marsh	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	4	28
3	Satterfield	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	2	12
8	Smith	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	2	12
5	Tuck	Dem.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	12	77
10	Broyhill	Rep.	W	W	W	W	R	W	W	W	R	—	W	W	W	W	2	11	15	76
6	Poff	Rep.	W	W	W	W	W	W	W	W	W	R	W	W	W	W	1	13	9	84
KEY VOTES OF WASHINGTON																				
7	Adams	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	14	0
5	Foley	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	W	R	13	1	13	1
3	Hansen	Dem.	R	R	R	R	R	R	R	R	R	R	W	R	R	R	13	1	37	1
6	Hicks	Dem.	R	R	R	R	R	R	R	R	R	R	w	R	R	R	13	0	13	0

Continued on next page

Dist.	Name	Party	S-3 Appalachia Bill Final Passage	HR-6675 Medicare Byrnes Motion	HR-6675 Medicare Final Passage	HR-2362 Education Bill	HR-6675 Conference Report	HR-8283 Poverty Bill 1965 Amendment	HR-77 14(b) Motion To Recommit	HR-77 14(b) Passage	HR-9567 Aid To Higher Education	HR-5863 High Speed Transportation	HR-7371 Bennett Amendment	H Res-8 Adopt Rules Of 89th Congress	HR-7984 Passage Housing Bill	HR-6400 Voting Rights—Motion To Recommit	Votes This Session R	Votes This Session W	Cumulative R	Cumulative W
Continued from previous page																				
2	Meeds	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	14	0
4	May	Rep.	W	W	W	W	W	W	W	W	R	R	W	W	W	—	2	11	8	44
1	Pelly	Rep.	W	W	R	W	R	W	R	R	R	R	—	W	W	W	6	7	32	57
KEY VOTES OF WEST VIRGINIA																				
4	Hechler	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	55	1
5	Kee	Dem.	R	R	R	R	R	R	R	R	—	—	R	R	R	R	12	0	83	3
3	Slack	Dem.	R	R	R	R	R	R	R	W	R	—	R	R	R	R	12	1	53	2
2	Staggers	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	—	R	13	0	114	5
1	Moore	Rep.	R	W	R	R	R	R	R	W	R	R	W	W	W	W	8	6	37	32
KEY VOTES OF WISCONSIN																				
2	Kastenmeier	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	56	0
6	Race	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	14	0
5	Reuss	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	80	0
1	Stalbaum	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	14	0
4	Zablocki	Dem.	R	R	R	R	R	R	R	R	R	R	R	R	R	R	14	0	122	0
8	Byrnes	Rep.	W	W	W	W	R	W	W	W	W	R	W	W	W	W	2	12	18	109
9	Davis	Rep.	W	W	W	W	W	W	W	W	W	W	W	W	W	W	0	14	10	59
7	Laird	Rep.	W	W	W	W	W	W	W	W	R	R	W	W	W	W	2	12	7	83
10	O'Konski	Rep.	R	W	R	R	R	R	R	R	R	R	W	R	R	R	12	2	93	24
3	Thomson	Rep.	W	W	W	W	W	W	W	W	R	W	W	W	W	W	1	13	5	35
KEY VOTES OF WYOMING																				
AL	Roncalio	Dem.	R	R	R	R	R	w	R	R	—	—	—	r	R	R	9	0	9	0

1st SESSION - 89th CONGRESS

SENATE

Name	Party	S-3 Appalachia Bill Passage	HR-2362 Education Bill	HR-6675 Medicare Curtis Amendment	HR-6675 Final Passage Medicare	HR-6675 Conference Report Medicare	HR-9283 Anti-Poverty Amendments	HR-9567 Aid To Higher Education Passage	HR-77 Mansfield Cloture Motion On 14(b)	S-1564 Passage Voting Rights	HR-7984 Passage Housing Bill	SJ Res-66 Apportionment Amendment	Votes This Session R	Votes This Session W	Cumulative R	Cumulative W
KEY VOTES OF ALABAMA																
Hill	Dem.	R	R	R	R	R	W	R	W	W	W	W	6	5	125	29
Sparkman	Dem.	R	R	R	R	—	—	R	W	W	R	W	6	3	86	41
KEY VOTES OF ALASKA																
Bartlett	Dem.	R	R	R	R	R	R	R	R	R	R	W	9	1	43	2
Gruening	Dem.	—	R	R	R	R	R	R	r	R	r	W	8	1	37	2
KEY VOTES OF ARIZONA																
Hayden	Dem.	R	—	R	R	R	R	R	W	R	R	—	8	1	157	22
Fannin	Rep.	W	W	W	W	W	W	R	W	R	W	W	2	9	2	9
KEY VOTES OF ARKANSAS																
Fulbright	Dem.	—	R	—	r	R	R	—	w	W	R	W	4	2	63	35
McClellan	Dem.	W	R	R	R	R	W	R	W	W	w	W	5	5	45	79
KEY VOTES OF CALIFORNIA																
Kuchel	Rep.	R	R	R	R	R	R	R	R	R	R	W	10	1	42	41
Murphy	Rep.	W	W	W	W	W	w	—	W	R	W	W	1	8	1	8
KEY VOTES OF COLORADO																
Allott	Rep.	W	R	W	W	W	W	R	W	R	R	W	4	7	16	50
Dominick	Rep.	w	W	W	W	W	W	R	W	R	W	W	2	8	7	25
KEY VOTES OF CONNECTICUT																
Dodd	Dem.	—	r	R	R	R	R	R	R	R	—	R	8	0	58	4
Ribicoff	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	41	1
KEY VOTES OF DELAWARE																
Boggs	Rep.	W	R	R	R	R	W	—	W	R	R	R	7	3	21	45
Williams	Rep.	W	W	W	W	W	W	R	W	R	W	W	2	9	12	101
KEY VOTES OF FLORIDA																
Holland	Dem.	R	W	W	W	W	W	R	W	W	W	W	2	9	38	71
Smathers	Dem.	R	R	R	R	R	r	R	W	W	r	W	6	3	54	40
KEY VOTES OF GEORGIA																
Russell	Dem.	R	—	R	—	R	W	R	W	W	W	W	4	5	59	70
Talmadge	Dem.	—	R	R	R	R	R	R	W	W	W	W	6	4	25	31
KEY VOTES OF HAWAII																
Inouye	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	45	0
Fong	Rep.	R	R	R	R	R	R	R	W	R	W	W	8	3	27	13
KEY VOTES OF IDAHO																
Church	Dem.	R	R	R	R	—	R	—	R	—	—	W	6	1	42	3
Jordan	Rep.	W	W	W	W	W	W	R	W	R	w	W	2	8	9	17
KEY VOTES OF ILLINOIS																
Douglas	Dem.	R	R	R	R	R	R	—	R	R	R	R	10	0	107	4
Dirksen	Rep.	R	R	—	r	r	W	R	W	R	W	W	4	4	39	85
KEY VOTES OF INDIANA																
Bayh	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	27	0
Harte	Dem.	R	—	R	R	R	R	R	R	R	R	R	10	0	38	1
KEY VOTES OF IOWA																
Hickenlooper	Rep.	w	W	W	w	W	W	—	W	R	W	W	1	7	9	95
Miller	Rep.	W	R	W	w	W	W	R	W	R	W	W	3	7	9	24

Name	Party	S-3 Appalachia Bill Passage	HR-2362 Education Bill	HR-6675 Medicare Curtis Amendment	HR-6675 Final Passage Medicare	HR-6675 Conference Report Medicare	HR-8283 Anti-Poverty Amendments	HR-9567 Aid To Higher Education Passage	HR-77 Mansfield Cloture Motion On 14(b)	S-1564 Passage Voting Rights	HR-7984 Passage Housing Bill	SJ Res-66 Apportionment Amendment	Votes This Session R	Votes This Session W	Cumulative R	Cumulative W
KEY VOTES OF KANSAS																
Carlson	Rep.	W	R	R	R	R	W	R	W	R	W	W	6	5	19	66
Pearson	Rep.	w	R	w	W	W	W	R	W	R	r	W	3	5	9	15
KEY VOTES OF KENTUCKY																
Cooper	Rep.	R	R	R	R	R	R	R	R	R	W	W	9	2	47	26
Morton	Rep.	R	W	W	W	W	W	R	W	R	W	W	3	8	30	57
KEY VOTES OF LOUISIANA																
Ellender	Dem.	W	R	w	w	W	W	R	W	W	R	W	3	6	57	72
Long	Dem.	R	R	R	R	R	R	R	R	W	R	r	8	1	73	25
KEY VOTES OF MAINE																
Muskie	Dem.	–	R	R	R	R	R	R	R	R	R	R	10	0	40	0
Smith	Rep.	R	R	R	R	R	R	R	R	R	R	W	10	1	84	48
KEY VOTES OF MARYLAND																
Brewster	Dem.	R	R	R	R	R	R	R	r	R	R	R	10	0	47	1
Tydings	Dem.	R	R	R	R	R	R	r	R	R	R	R	10	0	10	0
KEY VOTES OF MASSACHUSETTS																
Kennedy	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	21	0
Saltonstall	Rep.	r	R	r	R	R	W	–	W	R	w	W	4	3	27	74
KEY VOTES OF MICHIGAN																
Hart	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	46	1
McNamara	Dem.	R	R	R	R	R	r	R	R	R	R	R	10	0	68	0
KEY VOTES OF MINNESOTA																
McCarthy	Dem.	–	R	R	R	R	–	–	–	R	r	r	5	0	100	1
Mondale	Dem.	R	R	R	R	R	r	R	R	R	R	R	11	0	11	0
KEY VOTES OF MISSISSIPPI																
Eastland	Dem.	W	W	W	W	W	w	W	W	W	W	W	0	10	27	69
Stennis	Dem.	W	W	W	W	W	W	W	W	W	W	W	0	11	37	76
KEY VOTES OF MISSOURI																
Long	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	31	0
Symington	Dem.	R	r	r	r	R	R	R	R	R	R	w	7	0	78	0
KEY VOTES OF MONTANA																
Mansfield	Dem.	R	R	R	r	R	R	R	R	R	R	W	9	1	107	5
Metcalf	Dem.	R	R	R	R	R	R	R	R	R	R	W	10	1	85	1
KEY VOTES OF NEBRASKA																
Curtis	Rep.	W	W	W	W	w	w	R	W	R	W	R	3	6	18	114
Hruska	Rep.	W	W	w	w	W	W	R	W	R	W	R	3	6	8	72
KEY VOTES OF NEVADA																
Bible	Dem.	R	R	R	R	R	R	R	W	–	R	W	8	2	60	10
Cannon	Dem.	R	R	R	R	R	R	R	w	r	–	W	7	1	40	3
KEY VOTES OF NEW HAMPSHIRE																
McIntyre	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	27	1
Cotton	Rep.	W	R	W	R	R	W	R	W	R	W	W	5	6	23	83
KEY VOTES OF NEW JERSEY																
Williams	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	63	2
Case	Rep.	R	R	R	R	R	R	R	R	R	r	R	10	0	76	24
KEY VOTES OF NEW MEXICO																
Anderson	Dem.	R	R	R	R	R	R	–	r	R	R	R	9	0	89	16
Montoya	Dem.	R	R	R	R	R	R	R	R	R	r	R	10	0	53	3
KEY VOTES OF NEW YORK																
Kennedy	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	11	0
Javits	Rep.	R	R	R	R	R	R	R	R	R	R	R	11	0	51	10
KEY VOTES OF NORTH CAROLINA																
Ervin	Dem.	R	R	W	W	W	R	R	W	W	W	W	4	7	35	34
Jordan	Dem.	R	R	W	R	R	R	R	W	W	W	W	6	5	23	26

Name	Party	S-3 Appalachia Bill Passage	HR-2362 Education Bill	HR-6675 Medicare Curtis Amendment	HR-6675 Final Passage Medicare	HR-6675 Conference Report Medicare	HR-8283 Anti-Poverty Amendments	HR-9567 Aid To Higher Education Passage	HR-77 Mansfield Cloture Motion On 14(b)	S-1564 Passage Voting Rights	HR-7984 Passage Housing Bill	SJ Res-66 Apportionment Amendment	Votes This Session R	Votes This Session W	Cumulative R	Cumulative W
KEY VOTES OF NORTH DAKOTA																
Burdick	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	48	0
Young	Rep.	W	W	W	W	W	W	—	W	R	w	W	1	8	38	63
KEY VOTES OF OHIO																
Lausche	Dem.	R	w	R	R	R	W	—	W	R	W	W	5	4	15	39
Young	Dem.	R	R	R	R	R	R	R	r	R	—	R	9	0	59	1
KEY VOTES OF OKLAHOMA																
Harris	Dem.	R	R	W	W	—	R	R	R	R	R	W	7	3	7	3
Monroney	Dem.	R	R	R	R	R	R	R	W	R	R	W	9	2	100	30
KEY VOTES OF OREGON																
Morse	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	99	8
Neuberger	Dem.	R	—	—	R	R	R	R	R	R	R	R	9	0	27	1
KEY VOTES OF PENNSYLVANIA																
Clark	Dem.	R	R	R	R	R	r	R	R	R	R	R	10	0	56	3
Scott	Rep.	—	R	R	R	R	R	R	—	R	R	W	8	1	73	42
KEY VOTES OF RHODE ISLAND																
Pastore	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	93	1
Pell	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	35	0
KEY VOTES OF SOUTH CAROLINA																
Russell°	Dem.	—	—	W	R	R	R	R	W	W	W	W	4	5	4	5
Thurmond	Rep.	W	W	W	W	W	W	—	W	W	W	W	0	10	8	60
°Sen. Russell appointed on April 22, after death of Sen. Johnston																
KEY VOTES OF SOUTH DAKOTA																
McGovern	Dem.	R	R	R	R	R	R	R	W	R	R	R	10	1	55	1
Mundt	Rep.	W	R	W	W	W	W	R	W	R	W	W	3	8	36	98
KEY VOTES OF TENNESSEE																
Bass	Dem.	R	R	R	R	R	R	—	R	R	R	R	10	0	61	12
Gore	Dem.	R	R	R	R	R	R	—	—	R	R	R	9	0	97	25
KEY VOTES OF TEXAS																
Yarborough	Dem.	—	R	R	R	R	R	R	R	R	R	R	10	0	51	3
Tower	Rep.	W	W	W	W	W	w	R	W	W	W	W	1	9	1	25
KEY VOTES OF UTAH																
Moss	Dem.	—	R	R	R	R	R	R	R	R	R	W	9	1	35	6
Bennett	Rep.	R	W	W	W	W	W	R	W	R	W	W	3	8	8	87
KEY VOTES OF VERMONT																
Aiken	Rep.	R	R	R	R	R	R	R	W	R	R	W	9	2	77	43
Prouty	Rep.	R	R	R	R	R	R	R	W	R	w	W	8	2	46	44
KEY VOTES OF VIRGINIA																
Byrd°	Dem.	W	W	w	W	W	W	W	W	w	w	W	0	8	22	115
Robertson	Dem.	W	w	W	W	W	W	W	W	W	W	W	0	10	31	122
°Resigned, Nov. 10, 1965—Harry F. Byrd, Jr. sworn in Jan. 10, 1966																
KEY VOTES OF WASHINGTON																
Jackson	Dem.	—	R	R	R	R	R	R	R	R	R	R	10	0	125	2
Magnuson	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	104	6
KEY VOTES OF WEST VIRGINIA																
Byrd	Dem.	R	R	R	R	R	R	R	W	W	R	W	8	2	75	8
Randolph	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	45	3
KEY VOTES OF WISCONSIN																
Nelson	Dem.	R	R	R	R	R	R	R	R	R	R	R	11	0	28	0
Proxmire	Dem.	W	R	R	R	R	R	R	R	R	R	R	10	1	48	7
KEY VOTES OF WYOMING																
McGee	Dem.	R	R	—	r	R	r	—	R	R	R	R	7	0	35	3
Simpson	Rep.	w	W	W	W	W	W	—	W	R	W	W	1	8	1	23

Push for Supplemental Pensions

Bills Introduced in House and Senate to Amend Act

ON AUGUST 25, BILL H.R. 17285 was introduced in the House of Representatives by Congressman T. H. Macdonald (D., Mass.) to amend the Railroad Retirement Act of 1937 and the Railroad Retirement Tax Act to provide supplemental annuities for railroad employes. An identical bill, S-3777, was introduced in the Senate by Senator Claiborne Pell (D., R.I.).

The introduction of the bills followed the signing of an agreement on August 24 by spokesmen for America's railroads and for 23 labor organizations, including the Brotherhood of Railroad Signalmen. "Hearings in committee are expected to be held promptly," President Jesse Clark reported. He added, "every effort will be made to expedite the passage of the bills."

Basic provisions of the amendment are as follows:

The legislation covers a five-year period.

It provides for a tax of two cents an hour on total hours paid for and will be paid by employers under the Act including labor organizations whose officers and employes are now covered under the Act. The tax would provide revenues in excess of $30 million a year. These taxes will be payable beginning with the month following the enactment of the amendment.

Benefits would be payable beginning with the first month following the month of enactment of the bill for employes whose annuities are first awarded on or after July 1, 1966 at age 65 or over and who have 25 or more years of service at the time of retirement in the following amounts:

25 years of service	$45
26 years of service	50
27 years of service	55
28 years of service	60
29 years of service	65
30 years of service	70

(No additional supplemental pension is paid for more than 30 years of service.)

It will apply to disability annuitants whose annuities are first awarded on or after July 1, 1966 when they attain age 65 provided they have had 25 or more years of service upon retirement.

Should it appear at the end of four years that the amount in the fund plus the taxes and receipts for the first year will be insufficient to meet all the benefit obligations during the fifth year, provision is made for the Railroad Retirement Board to survey the program and if necessary, to modify the benefits during the fifth year. Your subcommittee has examined this subject closely and is convinced that it will not be necessary to invoke this provision.

The bill also provides for a 7 percent increase in basic annuities for employes who do not receive the supplemental pensions or who did not receive a 7 percent increase at the time Social Security benefits were increased 7 percent last year. In the event railroad retirement annuitants did receive a portion of the 7 percent increase, their amounts will be increased to a full 7 percent. The increased benefits will be paid beginning with the first month following the enactment of this bill. The taxes on both the employers and employes will be increased one-fourth of one percent beginning January 1, 1967 to pay for these increased benefits.

The moratorium agreement provides that all pending Section 6 Notices for supplemental annuities will be withdrawn.

The agreement also provides that the organizations will neither recommend nor support further legislation dealing with supplemental annuities which would become effective prior to the expiration of the five-year period except by mutual agreement.

Further, the organizations agreed not to serve a Section 6 Notice for supplemental pensions during the five-year period of the Act, except that if an agreement on further legislation has not been reached at the end of four and one-half years, such notices may be served during the last 6 months of the five-year period but such additional benefits would not be effective prior to the end of the five-year period.

"You may be assured," President Clark said, "that it will not be the intent of the Organizations to permit the supplemental pensions to expire at the end of the five-year period referred to above.

"The Organizations' accomplishment in this endeavor is something we can all be proud of and is certainly a step in the right direction.

"We are hopeful that this legislation can be enacted shortly after Labor Day, and it is quite probable that we will call upon you for further support in securing its enactment," Clark concluded.

The agreement signed by the Brotherhoods and carriers is reproduced here for individual agreement files of our members:

Agreement

This agreement made this 24 day of August, 1966, by and between the Carriers listed in Exhibit 1 attached hereto and represented by the Eastern, Western and Southern Carriers' Conference Committees and the National Railway Labor Conference as parties of the first part, and the Railway Labor Organizations listed in Exhibit 2 attached hereto as parties of the second part, WITNESSETH:

1. The parties hereto mutually agree to cooperate with each other and jointly to recommend to the Congress and the President of the United States the enactment at the earliest feasible date of the Bill attached hereto. No party hereto will recommended or support any further legislation dealing with supplemental annuities to become effective prior to the expiration of the supplemental annuities provided for in Title I of the attached Bill, unless pursuant to further mutual agreement of the parties.

2. Representatives of the parties to this agreement, or their successors, not earlier than one year prior to the expiration of the supplemental annuities provided for in Title I of the attached Bill, will at the request of either party, meet for the purpose of discussing the subject of supplemental annuities. If these discussions do not lead to agreement on what action, if any, should be taken in regard to the subject within a period of six months prior to the expiration of the supplemental annuities provided for in Title I of the attached Bill, or upon termination of any extension of the period for discussion as may be mutually agreed upon, both the carrier parties and the organization parties to

this agreement shall be free to recommend or support legislation dealing with supplemental annuities, subject to the other provisions of this agreement.

3. Neither the making of this agreement nor the discussions provided for in paragraph 2 hereof shall be considered in any way to prejudice the position of either the carrier parties or the organization parties hereto as to whether or not the subject matter of this agreement or the subject matter of such discussion is a proper or mandatory subject for collective bargaining under the Railway Labor Act or under such law or laws as may hereafter be applicable to collective bargaining in the railroad industry. It is further understood that the making of this agreement is not a waiver of the position of the carriers that the 1937 agreement with respect to equal joint employer and employee taxes to finance benefits provided by the Railroad Retirement Act, as amended, is still binding on the parties, nor is it a waiver of the position of the organization parties hereto to the contrary.

4. In consideration of the mutual commitments made in the foregoing paragraphs, the parties further agree that all notices of intended changes in agreements heretofore served by any Carrier or Organization party hereto on any other party hereto pursuant to the Railway Labor Act pertaining to pensions or annuities of employees and not heretofore disposed of shall not be further progressed and shall be promptly withdrawn. The parties hereto further agree that no Carrier or Organization party hereto shall serve any such notice on any other party hereto pertaining to pensions or annuities prior to six months immediately preceding the sixtieth month following the enactment of the attached Bill, provided further that such Section 6 notices do not contemplate an effective date prior to the expiration of the supplemental annuities provided for in Title I of the attached Bill.

YOUR WASHINGTON Reporter

By R. E. Porter

WHEN RAILROADERS SEEK higher pay they generally meet with a tale of gloom from management, including demands for setbacks rather than improvements.

In refreshing contrast is a recent report from Wall Street on the railroad's future prospects. This 74-page report has been issued by the big brokerage firm of Hayden, Stone Inc., under the title "Railroad Industry Review, 1966."

The Hayden, Stone report suggests that the industry is now in a "revolutionary" phase which "should transform the 140-year-old railroad industry from one generally thought of as stagnant or slowly dying to one possessing unusually dynamic characteristics."

In terms of profits, the Hayden, Stone analysts concluded, "no other established U. S. industry has such an explosive growth potential."

The report predicts that net profits of Class I railroads will increase from $815 million in 1965 to over $1.6 billion in 1970. By 1975, the report suggests, rail profits may well soar to between $2.2 billion and $3.9 billion.

Much of this huge jump in profits, the report says, will come from rising rail freight traffic as the nation's economy continues to expand, also from mergers, technological changes and other factors.

* * * *

After a long, tough fight in Congress, rail unions won a victory in a battle against parcel post legislation which threatened to destroy REA Express and its 35,000 jobs, plus many other railroad jobs.

The fight was spearheaded by the Railway Clerks, and REA Express, with solid support from the Railway Labor Executives' Association.

What happened was this:

Early this year, the Post Office Department pushed a bill which would double the weight limits on parcels handled by the Department in metropolitan areas, and sharply increase the size limit. The present limits are 20 pounds in weight and 72 inches in size.

REA, handling larger package shipping, testified that this "sudden invasion" by the government into its field would wipe it out. Death of REA, rail unions emphasized, would not only mean lost jobs there but doom many passenger trains relying on express cargoes, and thousands of railroad jobs also would be lost.

Despite the strong opposition, the House passed the bill and sent it to the Senate.

There, the full Post Office Committee, headed by Sen. Mike Monroney (D., Okla.), heard detailed testimony on the adverse impact of the measure from rail labor leaders and others.

* * * *

Newspaper editorial writers tossed a lot of brickbats at the recently announced plan of the New York Central to discontinue all long distance passenger runs, including the "Twentieth Century Limited," and operate only "shuttle trains" up to 200 miles between some of the larger cities on its line.

The plan, which is subject to Interstate Commerce Commission approval, if finally submitted, was unveiled at the same time the Central made a test run of a rebuilt Budd car propelled by a jet engine mounted on the roof. A top speed of 183.8 miles an hour was reported to have been reached. Whether such cars would be perfected for the shuttle runs was not revealed.

"Passenger service between major points on a reasonably comfortable train is a public right and necessity," a particularly vigorous editorial in the New York Times declared. "It is taken for granted in every advanced, civilized country — except the U. S. Only in this country are railroads allowed to pursue their own profits in disregard of the comfort and convenience of the traveling public."

The Times contended the "shuttle" service should be provided in addition to the through trains. Other newspapers made similar points.

Subordinate Lodge Elections

Term of Office to Begin First Day of Calendar Year Following Elections

By C. J. Chamberlain
Secretary-Treasurer

IN THE JUNE ISSUE OF THE Signalman's Journal members were advised of the provisions of the Constitution which must be followed for the regular triennial election of Subordinate Lodge Officers and Local Grievance Committees.

A number of the Subordinate Lodges have held their elections and we are receiving information from the Locals which indicates that the newly elected Ofifcers of the Subordinate Lodge are assuming office immediately following the election. This action is in conflict with the provisions of the Constitution, as all terms of office of a Subordinate Lodge shall commence the first day of the calendar year following the election.

The terms of office of Local Chairmen and other members of the Local Grievance Committees begin immediately following the election. So that there will be no misunderstanding with respect to when the terms of office of Local Lodge Officers and members of the Local Grievance Committee will begin, we are quoting the applicable provisions of the Constitution for your information.

Local Lodge Officers
Term of Office

(Article II)—"Sec. 14.**All terms of Officers of a Subordinate Lodge shall commence the first day of the calendar year following election, and unless removed by death, suspension, expulsion or otherwise, officers shall serve for a period of three years and until their duly elected or appointed successors have been installed.** When any office is vacated for any reason stated above, the successor shall assume the duties of that office immediately and serve during the unexpired term of such office. The Local Grievance Committees will take office as provided in Article III, Section 2."

Local Grievance Committee

(Article III)—"Sec. 2. The Chairman and other members of the Committee shall be elected triennially by secret ballot and serve for three years or until their successors have been elected. **Their term of office will begin immediately following their election.** Whenever deemed advisable the Subordinate Lodge may elect the Local Grievance Committees by secret mail ballot."

Notice to Members

We also wish to again call your attention to the provisions of our Constitution which require that not less than 15 days prior to all elections a notice will be mailed to each member at his last known address.

Live a Little Longer

Exercise for the Heart

I AM SURE YOU HAVE heard something about the value of exercise as a preventive of heart attacks. This is so important to all of us that you will want to hear about one man, who was hit hard with a heart attack, but came back to an active life, by a regulated program of daily exercise.

Every individual is different, so his exercise needs should be different. That is why if you have had a heart attack, like coronary thrombosis, and have recovered, and are able to carry on your usual activities, you should ask your doctor how much exercise you can tolerate.

When your doctor says you can go to work, you should plan for a schedule of daily exercise, even walking certain required distances. Your daily schedule should be so planned that you do it without pain in the chest or discomfort in breathing. It is important in taking exercise, even walking, to warm up slowly, to keep the heart's action from being stepped up too suddenly.

Activities or way of life that increases the heart beat too suddenly should be avoided at first. Overeating, great emotional excitement or any unusual exertion of any kind should be avoided.

What has just been said applies to all of us, even if we have not had a heart attack. All of us can benefit by regular exercise as a preventive of possible heart attacks.

In Cleveland at the YMCA, under doctor's approval, a group of men who have had heart attacks are proving that the heart has great power of recuperation. It may startle you to realize that instead of keeping such people quiet, doctors are now urging them to repair their heart muscle by judicious daily exercise. And remember this applies to all ages, whether you have had an attack or not.

Syd Meadows of the Cleveland cardiac group has learned this. One day at 62 his heart let go (a severe coronary) and it looked like a life of taking it easy henceforth. But he joined this group at the Cleveland Y, and under the wise direction of the physical instructor, who knew what was safe, he learned by easy stages to use his arms and legs. He ran a little and swam a little.

In four months, his pulse had dropped from 98 to 58. His blood pressure came down too. On his 63rd birthday he ran ten miles, and at 64 he did it again, clipping six minutes off his former record.

It's true, there aren't many men at his age who could do this, but increasingly doctors are seeing the benefits of such a program. Syd Meadows perhaps had one advantage, he had been a star athlete in his younger years, but he became too busy to keep in shape.

The heart muscle gains strength through work, which in turn produces a better blood supply to the heart itself. Regular exercise, with periods of rest and relaxation, is one of the most important measures against disease of the heart and premature aging.

Start slowly and work up to mild exertion, even with some shortness of breath. Avoid exhaustion. Ask your doctor about this.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Rock Island

MINCO, OKLA. (17). Our regular meeting convened on August 13 in the Pioneer Cafeteria of the Southern Hotel, El Reno, Okla. with Chief Signalman W. L. Stickley presiding. The minutes of the last meeting was read and approved.

The following brothers were present: W. L. Stickley, R. A. Watkins, W. O. Davis, Guy Jameson, M. W. Kiser, R. J. LaFoe, Tom Johnson, Jr., C. E. Bouteller, C. P. Yetter and M. E. McLain.

S. L. Ellis, D. L. Roberts and B. W. Rayburn were received for membership.

The grievance committee report was given by General Chairman Watkins, including a report on the claims of three brothers account working on adjoining territory. Brother Watkins urged that all members furnish him complete information when requested in order to process claims as rapidly as possible.

Brother Watkins also discussed the $25.00 assessment necessary to close out the old hospital association and change to the Travelers Insurance Company.

The resignation of Brother M. H. Olson as local chairman, because of his health, was accepted. The resignation of Brother T. F. Johnson was also accepted because of his leaving this local.

There was considerable discussion of the expected reorganization, the recent proposal made by the company, along with many other subjects of interest.

A motion was made and carried that only one local chairman be elected now to replace the two who are resigning since Local 17 now covers only one division. W. O. Davis

Rock Island

SILVIS, ILL. (183). The third quarter meeting of Local 183 was held at the Holiday Inn, Joliet, Illinois with 14 members present. Also present were Signal Engineer W. B. Johnson, Asst. Signal Engineer D. Johnson, General Chairman R. A. Watkins and Vice President C. S. Chandler.

The Signal Engineer and Assistant Signal Engineer answered questions about the job abolishment and the new monthly rates soon to go into effect.

The applications of two new members, H. Stick and Glen Stinson, Jr., were accepted and Lawrence W. Martin was reinstated.

General Chairman R. A. Watkins read the communications. There was much discussion about the new monthly rate of pay. Mr. Chandler helped to a great extent with an explanation.

Signalman's Lament

Years ago, by the railroad track
They built a small but sturdy shack.
It's hard to guess its original use
After a hundred years of company abuse.
It's made of wood and the roof is slanty
It could have been a watchman's shanty.
It's small enough, and that's a fact,
To be a crossing watchman's shack.

There are no windows, or glass in the door
They used pine boards upon the floor.
There is no stove, with which to heat,
No chair, no desk, no toilet seat.
Oh, it's air conditioned, that is true
There's lots of places the wind blows thru.
And it's very small to work out of
But it fits a motorcar like a glove.

Now the railroad grew, like they knew it would
But the poor old shack just stood and stood.
They laid more track both old and new
They added signals and more flashers too
Till the workman's stock became so large
He had to store it in his own garage.

Now many officials have came and went
And thousands of dollars have been spent.
They have put up buildings everywhere
But the little old shanty still sits there,
It's leaning more and more each day
As it sits there on the right of way.
The shack and ground will soon collide
Good Lord! I hope I'm not inside.

Lonesome George

The election of officers was held with some reluctance noticed for nominations. The following officers were elected: Chief Signalman, M. P. White; First Vice Chief, J. A. Menicks; Second Vice Chief, Charles Peet; Recording and Financial Secretary, H. E. Clark; Lever, D. H. McCallum; Inside Semaphore, K. L. Misak; Outside Semaphore, R. D. Guthrie; Chaplin, R. L. Tolbert; Trustees, R. J. Rumler, J. P. Ward and R. L. Dilts; Local Chairman, R. E. Hickerson; Grievance Committee, L. L. Harris and W. Cappell. Chairman of Trustees is to be chosen at a later date.

Our next meeting will be held at East Moline, Ill. at a time and place to be announced later. H. E. Clark

Great Northern

WHITEFISH, MONT. (154). A retirement party was held for Jack Richardson, signal supervisor at Grand Forks, N. D. with many members of the Eastern District attending, also officers in the Signal Dept. from St. Paul.

Gifts were presented to Jack and his charming wife, along with the best wishes for a long and happy retirement. Jack, father of our General Chairman, Bob Richardson, has a fine reputation among the men and he will be missed. Best wishes to you in your retirement, Jack!

Alvin Larter, signal maintainer at Essex, Mont., had the unfortunate experience of having his right leg cut off between the knee and hip because of cancer. He is home from the hospital now and recuperating nicely. We hope that he will soon be able to return to work.

I would like to take this opportunity to thank all who contributed to the Larter Fund. Alvin and his family really appreciated this and it certainly will help them through this trying time.

There has been a lot of bidding on the Central District the past two months because of retirements and promotions. Frank Brien has been assigned the maintainers position at Helena, Mont. John Lunda has been assigned temporary maintainers position at Eureka, Mont. John Gilbert has been assigned the main-

tainers position at Warland, Mont. but will continue to work his foreman position. Bernard Krystkowiak was assigned temporary maintainers position at Essex, Mont. and Gerald Ricketts was assigned temporary maintainers position at Belton, Mont. The permanent position at Belton was bid in by Tom Ridenour who will continue to work as foreman. These signalmens positions on the Central district have been opened for bid, and will mean promotion for three assistant signalmen. The bidding is still going on.

We are sorry to report the death of A. C. "Bucky" Fowler, assistant signalman, Signal Gang 20, Kalispell Division, from a heart attack while working. Bucky has been working for the Signal Dept. since October, 1948.

Nominating petitions were sent out to the members and we are sorry to say that many members did not take advantage of their privilege to submit a nomination. It is hoped that in the election of officers every member will vote for the man of his choice.

CTC work on the west coast appears to be progressing nicely and we understand that work of this nature may start next year between Shelby and Whitefish, Mont.

ADRIAN BUCKLAND

Baltimore & Ohio

CONNELLSVILLE, PA. (31). The meeting of members on the Buffalo Division was held July 22, 1966 at Mt. Jewett, Pa. and conducted by Local Chairman P. A. Herzing.

Many items of general interest were discussed, including the status of our May 10, 1966 Notice on management for increased wages, improved holidays, vacations, and expenses for employes working away from their homes. General Chairman H. C. Guscott reported on the counterproposals served by management among which was a proposal to reduce the rate of new employees by 20% which seems rather unrealistic since new employes are hard to come by even at the starting rate now in effect.

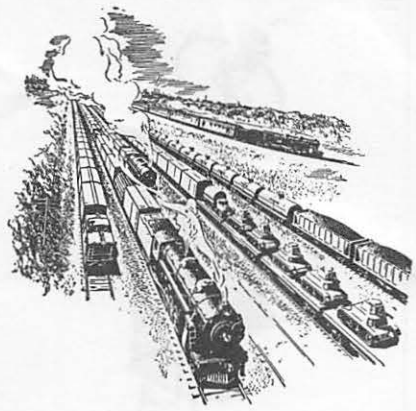
Various aspects of the February 7, 1965 Agreement were discussed and the General Chairman reported that out of the more than 50 claims he is now processing due to violation of that Agreement, about 20 have been paid as of July 22, 1966.

It was reported that Brother T. J. Arminini has been killed in an off duty auto accident July 16, 1966.

DALE LEONARD

Retired Brother Makes Contribution to Local Fund

Local 49 of the Southern Railway recently received a check from a retired member, W. E. Mills of Huntington, Alabama, in appreciation of the efforts



by the Brotherhood to settle a claim in his behalf.

During January 1962 Brother Mills was working as an assistant signal maintainer for the Birmingham Terminal Co. when an emergency, caused by a severe storm, arose, requiring him to work extra time. He was relieved, however, when the double time rate of pay was due, and other forces were used to assist the maintainer who was still on duty.

The claim, arising from this action, progressed to the National Railroad Adjustment Board, was sustained June 22, 1966 by award 14577 in which the Carrier was required to pay the additional compensation due as a result of its violation of the agreement.

In a letter to General Chairman E. C. Melton, enclosing the check, Brother Mills stated, in part: "Although this $57.92 is not an earth shattering sum, I am sending it to you as a contribution to the Local Lodge as a small token of appreciation for your efforts in my behalf. I will always feel a sense of obligation to our Organization and its cause."

General Chairman Melton in response to the letter said, "It is with a deep sense of gratitude and friendship for a member like you that makes my job a pleasure. I am at a loss for words to express my feelings for your kind words about our Brotherhood.

"We appreciate the contribution more than you know but feel you should keep the check as it was for something that you failed to receive while working at the Birmingham Terminal Co. and because, as a retired member, I know that you could have used the money.

"Your contribution is a personal favor to the organization and is accepted with all the thanks we can offer."

J. E. HYDE

Local 154 Holds Retirement Party for Lloyd Goman

A retirement party was held at the Hub Supper Club in St. Cloud, Minn. on August 19 for Lloyd Goman, veteran signal maintainer, who retired July 31 after 49 years of service with the Great Northern Signal Department.

About 40 fellow employes, wives and other friends were present for the evening to wish Lloyd and Mrs. Goman lots of luck for their retirement. He was presented with a fly rod and reel by his coworkers.

Brother Goman started work in 1917 on the Mesabi Division and for the past 36 years has been signal maintainer at St. Cloud, Minn. He has been a member of Local 154 longer than any other active member in the Local.

All members extend their wishes for a long and happy retirement.

ADRIAN BUCKLAND

New York Central

NEW POINT, IND. (15). The August meeting was held in the Claypool Hotel, Indianapolis, Indiana and we had nominations for officers. The nominees are: Chief Signalman, Marion Underwood; Financial Secretary, Noble McClure; Recording Secretary, L. J. Robbins; Local Chairman, Ind. Div., R. W. Hartsock; Local Chairman, Ill. Div., V. E. Knop and F. D. Pollard; Trustee, Martin Norvell; Grievance Committee, Ind. Div., C. W. Konradi and R. Breedlove; Grievance Committee, Ill. Div., V. E. Knop and F. D. Pollard and Marion Underwood; First Vice Chief, R. E. Trube; Second Vice Chief, A. E. Clark; Chaplain, Martin Norvell; Outside Semaphore, N. J. Brown; Inside Semaphore, E. C. Booth; Lever, B. I. Clawson. L. J. ROBBINS

Chesapeake & Ohio

COVINGTON, KY. (135). A special meeting was held in Covington at "OB" Tower on Saturday, August 20 with acting Chief Signalman L. E. Paxton presiding in the absence of Chief Signalman M. F. Wills. Brother Gerald Moore opened the meeting with prayer.

We were happy to have General Chairman M. P. Hughes and 10 of our other Brothers present to help with the business before us.

It was pointed out that the purpose of this special meeting was for discussing Agreement rules 16 and 27 (e) relating to some members not reporting to their headquarters at the beginning and ending of their work day; and the using of Carrier conveyance on their time to and from their homes.

Before the discussion began, Local Chairman Parker asked for and received permission to read President Clark's Editorial from the July-August issue of the Signalman's Journal "What Does Your Brotherhood Mean to You?" Brother Parker said he thought this Editorial was pertinent to the matter before us and asked each member to read and give serious thought to the comments and questions asked by President Clark.

A fruitful discussion on assigned head-

quarters and the using of Carrier conveyance followed with General Chairman Hughes pointing out: (1) management will require the men to report to their headquarters and if any live over 30-miles from their headquarters, management will not consider them available for calls; (2) management will require that the trucks be left at headquarters; and (3) management had agreed in a "reasonable time" to make some changes on the Northern. We decided 90-days would be a reasonable time.

An informal discussion on the February 7th and our working agreements followed. Local Chairman Parker asked that any member who isn't satisfied with being under the C&O Hospital plan and would like to come under the Travelers plan, give him a letter to that effect. There is no assurance this request will be granted, but Brother Hughes said he would handle any request with the C&O Hospital Board of Governors.

Our next regular meeting will be in Covington at 3:30 p.m. on Saturday October 22. Let's have a big turnout—it's up to YOU. H. H. PARKER

Santa Fe

LAS VEGAS, N. M. (161). Our regular meeting was held August 20 at the Yucca Hotel in Raton, N. M. and conducted by General Chairman W. H. Lewis. The minutes of the Amarillo meeting were read and approved.

There were 18 members present, most of them from Brother Turner's gang. I can't recall when we've had greater attendance of gang men. Vice President B. H. Steuerwald was present at our meeting; he attends more of our Local meetings than some of its members. We would like to thank him for taking the time to attend.

Applications for membership were received from and approved for the following members of Brother Turner's gang: John M. Cromie, M. M. Lark, Floyd M. Rogers and Jean D. ReQua.

Vice President Steuerwald and General Chairman Lewis answered questions asked by some members about the operations of our Brotherhood and also participated in discussions of various subjects, wages, claims and grievances.

Our attention was called to the cards mailed to the members of the Local regarding nominations for Local Lodge officers. We held the nominations at this meeting and the mail ballots will be counted at the October meeting in Amarillo.

It is with sadness that we report the recent death of Mrs. Neva Smith, wife of Brother E. L. Smith, 4316 Oxford, El Paso, Texas. Neva was known and liked by all the gang men on the Colorado Division. The members of Local 161 join his many other friends in expressing their deepest sympathy. Brother Smith was retired in 1964.

It was upsetting to hear Brother Robert Dillon decline the nomination as secretary-treasurer. I'm at a loss for words to express how this had affected everyone. I, along with many others, feel that he will be hard to replace. He handled our Local's affairs in a manner to be commended. In his capacity as secretary-treasurer, the Brotherhood of Railroad Signalmen came first above all other matters. He never denied his time to anyone and was always in attendance at meetings, helping the members in any way he could.

I am proud to have had him as an officer of our Brotherhood and lament the fact that he will no longer serve in the capacity of secretary-treasurer, a position he has held for about 8 years. We sincerely hope the next one to succeed him will fill his shoes and be as understanding. Presently Brother Dillon is signal inspector at Slaton, Texas.

WITT B. HARWELL

Obituary

John M. Hasler, retired member of Local 135, Chesapeake & Ohio Railway, passed away at his home August 7. He was 89.

Brother Hassler retired from the C&O (Cincinnati division) on January 19, 1942 after 35 years service.

The officers and members of Local 135 express deepest sympathy to the surviving members of his family.

H. H. PARKER

D. W. Richards, retired member of Local 87, Northern Pacific Railroad, passed away recently. He was 62.

Brother Richards was working at Sandpoint, Idaho at the time of his retirement in 1959 after completing 22 years of service.

The officers and members of Local 87 extend deepest sympathy to the surviving members of his family. ED.

C. Dolan, retired member of Local 89, Chesapeake & Ohio Railway, passed away recently.

Brother Dolan retired on a disability annuity on July 1, 1963.

The officers and members of Local 89 extend deepest sympathy to the surviving members of his family. ED.

Christian F. Fink, member of Local 53, Reading Company, was fatally injured on August 8, 1966 as a result of an accident involving a Reading Company train. He was 38.

Brother Fink started as a signal helper October 3, 1946 and advanced to assistant signalman on June 14, 1947 and to signal maintainer on April 23, 1948. At the time of his decease he was working as a signalman, wiring remote control circuits.

He was a faithful member of our Brotherhood and held the office of Recording Secretary of Local 53, and will be missed by all the members of this Local as well as his other numerous friends.

The officers and members of Local 53 express their deepest sympathy to his wife and four children. C. S. FREED

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